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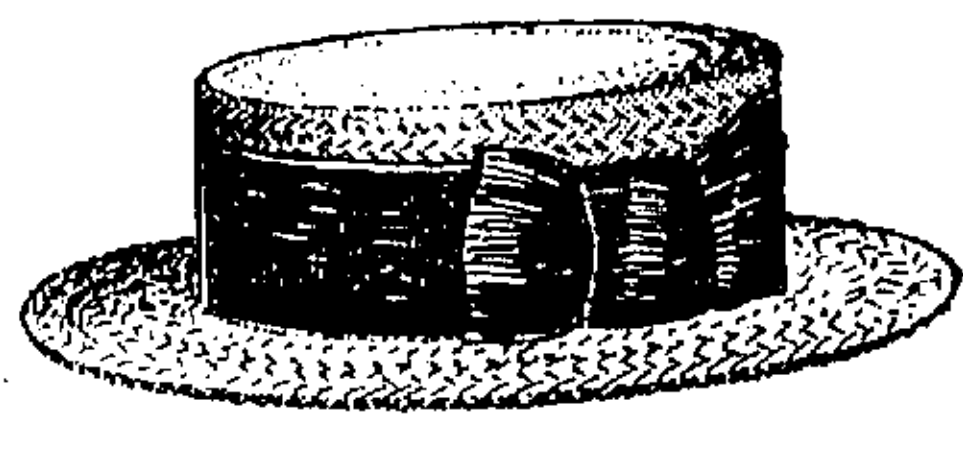
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BRITISH GAZETTE NO. 488.

Booking at ROBINSON'S.

WHY THE ALLIES INTER- VENED IN NORTH RUSSIA.

EXPLANATION AND DEFENCE.

[BY REAR-ADMIRAL KEMP, R.N. (RETIRED),
LATELY BRITISH SENIOR NAVAL OFFICER
IN NORTH RUSSIA.]

Allied active intervention first took the form of a naval landing at Murmansk and Pechenga in February and March of last year. Murmansk, at the head of the Kola inlet, is the Arctic terminus of the Murmansk-Petrograd railway and of the Peterhead submarine cable to the United Kingdom, and thus formed, at that time the sole means of direct telegraphic communication available to the Allies, and the only means of exit for the many thousands of Allied subjects who were flying for their lives from the anarchy prevailing in the interior. Pechenga, about 100 miles to the west of Kola inlet, is the nearest Russian port and settlement to the Norwegian and Finnish frontiers. Both places were menaced by a German-Finnish attack.

FIRST ALLIED ACTION.

The landing at Murmansk was effected without opposition from the Bolshevik armed forces of the place, consisting of some 1,500 naval sailors and a few Red and Railway Guards. Pechenga was occupied by a landing party from a British cruiser, which defeated and drove off an invading party of Finns who had crossed the frontier with the intention of occupying the settlement and harbour. The landing party were afterwards reinforced by the arrival at Murmansk of a French and an American cruiser. These operations were regularized by a definite arrangement between the senior representatives of the Allied Powers (including the United States) and the Murmansk Provincial Council.

By the arrangement in question the Allied Governments agreed to assist in the defence of Russian territory against German-Finnish invasion with all the forces they could spare for the purpose, to assist to feed the population of the Murmansk Province—then threatened with famine—and gave assurances that they had no annexationist aims or intention to interfere in the domestic affairs of Russia. This agreement was communicated to the Central Government at Moscow, and a reply was received from M. Trotsky, then Minister for Foreign Affairs and the head of the Soviet Government, ordering the Provincial Council to co-operate in all ways with the Allied forces for the defence of Russian territory on the lines laid down. It will thus be seen that the initial act of Allied intervention was known to and approved by the *de facto* Government of the Russian Republic.

GERMAN-FINISH DESIGNS.

German-Finnish designs on Russia may be shortly described as follows: Finland had been proclaimed a Republic, and was in a state of civil war, roughly, between the North and South, known respectively as White and Red Finland. The Germans had landed in the south, dispersed the Red Finns, and practically annexed the country, with the active co-operation of White Finland whose share in the transaction was to be the annexation of the Murmansk Peninsula and all Karelia, roughly the territory between the Finnish border and the western shore of the White Sea.

The threat of German-Finnish invasion becoming more pronounced as time went on, the Allied Council at Versailles, in accordance with its agreement to assist with all forces that could be spared, sent Allied reinforcements which reached Murmansk towards the beginning of June, under Major-General Poole, who had been nominated by the Versailles Council as Commander-in-Chief of the Allied forces in North Russia.

The attitude of the Central Government now changed, probably under strong German pressure. The Provincial Council received orders to require the withdrawal from Russia of all Allied military and naval forces. This point marks the first stage of a state of war between the Allies and the Bolshevik Government of Russia. The Provincial Government took the only course open to it, repudiated allegiance to the Central Government, and threw in its lot with the Allies. The course of events at Murmansk rendered inevitable the forcible occupation of Archangel. The naval forces, which since the beginning of the war had been co-operating with the Russian authorities had been withdrawn in December, 1917, when navigation closed and political events had made their retention in Archangel undesirable.

BOLSHEVIST AGGRESSION.

From that moment Archangel came under the unrestrained Bolshevik influence of the Soviet Government. As already shown, the Soviet Government had virtually declared war against the Allies after welcoming their intervention. Allied subjects in large numbers had been imprisoned, shockingly ill-treated, and, in many cases, formally sentenced to death. Captain Cromie, R.N., the British Naval Attaché at Petrograd, had been murdered, not by a mob, but by the organized military forces of the Russian Republic. Archangel Province was on the verge of famine, and except for Archangel was devoted to Allied ships. In spite of repeated protests, many hundreds of thousands of Allied property material of all sorts which were lying in Archangel, had been confiscated by the Soviet Government, and sent away to the interior during the winter, and sold to the Germans, and used against the Allies.

(Continued as foot of next column.)

KEYS OF STRASSBOURG. PRESENTED TO M. POINCARÉ.

M. Poincaré arrived at Strassbourg on December 9th, accompanied by M. Clemenceau and other Ministers, together with the French Marshals and the chief military leaders of the Allies, among whom Sir Douglas Haig was prominent. The Mayor presented to the President at the station the keys of Strassbourg, and M. Poincaré, in receiving them, said, "Be sure that France will guard them well, and will never allow them to be taken from her."—*Central News*.

The welcome accorded by the citizens of Strassbourg to the representatives of France surpassed even that of the inhabitants of Metz. Words cannot adequately describe the enthusiastic reception given to President Poincaré, M. Clemenceau, and to the chiefs of the French and Allied armies. The depth and intensity of patriotic fervour, which had been stifled for half a century of oppression, and which burst forth today at Strassbourg—the force and continuity of the ovations, the happiness depicted on every joyous countenance—can hardly be described. It would be impossible, too, to attempt any detailed description of President Poincaré's triumphal progress through the city, of the crowds which filled every window and balcony, of the thunder of ovations and of the unceasing cries of "Vive la France!" Thousands of handkerchiefs were waved, flowers were flung, and women threw kisses, and in such demonstrations as these the infinite gladness of a liberated people found vent.

President Poincaré delivered a speech from the steps of the Town Hall, in the course of which he said: "The plebiscite has been taken. Alsace, in tears, has thrown herself upon the breast of the mother she has found again. To-day all the work of hate and lies which Germany built up in order to hide from the world the uselessness of her efforts has pitifully crumbled. You are saved, you are free, and to-morrow you will be French once more." A great burst of cheering followed M. Poincaré's speech.

The party then entered the Town Hall, accompanied by Alsatian personages of note, and the conversation which then ensued reflected the feeling of pride and joy universal throughout Alsace. All hands were outstretched towards M. Clemenceau, who soon became separated from the rest of his party. Marshals Joffre and Pétain, Field-Marshal Sir Douglas Haig and General Pershing were also surrounded by an eager crowd, who warmly thanked and congratulated them and the heroic armies of the Entente. The visit to the Town Hall extended well beyond the time fixed, and the services of the carriage at the cathedral were consequently delayed.

M. CLEMENCEAU AT METZ.
In the course of the ceremony at the Town Hall, after the speeches of the Mayor and M. Poincaré, M. Clemenceau also made a speech in the course of which he said: "Monseigneur le Maire: When the Germans entered Metz as the result of an act of treason, and violated the city, General Lapasset was fortunate enough to be able to place the keys of the city in safety. They were carefully guarded by his family, who gave them to me, and to-day I entrust them again to your care. Guard them well." "We shall know how to guard them for ever," cried the Mayor, taking the red leather case which M. Clemenceau handed to him.—*Reuter*.

Either of the foregoing causes would have justified the intervention taken together they afford the ample justification for it. The occupation of Archangel was therefore approved, and some modest naval and military reinforcements having been received, Archangel was occupied on August 2nd, after a surprise attack. The Bolshevik Government and garrison fled in panic. A temporary Government was formed, consisting of members elected to the Constituent Assembly, which had been perjured by armed force at the beginning of the Bolshevik regime in October, 1917. The Allied, diplomatic representatives arrived in Archangel shortly after the occupation, and in co-operation with the Provincial Government of North Russia took over the direction of political affairs. As reinforcements arrived, an advance was made along the railway and up the north, Dwina River, strong opposition being encountered.

STARVATION AVERTED.
The supply of food and coal to the people of the occupied territory has averted the horrors of starvation and privation in the coming winter, and Allied intervention has restored to them the blessings of ordered government, under a Russian National Administration. Interests and honour alike forbid any withdrawal of Allied forces from Russia, which would subject those who have been loyal to the Allied cause to savage reprisals. Nor will any guarantee short of the forcible seizure of the occupation of Kronstadt, Petrograd, and Moscow, together with the surrender to the Allies of Lenin, Trotsky, Tchernin, and the principal commissaries responsible for the orgy of outrage and massacre in Russia. These persons are already outlawed by the British Government, and they must be given up. The attitude of Russia is necessarily complicated by the revolution in Germany. It should be remembered that every vote given to those in sympathy with Russian Bolshevism is a vote for anarchy in Europe.

The above, omitting details, is a rough but true account of Allied intervention in Russia. It is written by one who has served in Russia continuously since the autumn of 1917, and who has seen the situation from the inside. It is written with the object of bringing him slowly into touch with current events.—*The Times*.

MINISTERING CHILDREN'S LEAGUE.

SALE OF WORK AND
ENTERTAINMENT.

There is reason for the belief that the annual sale of work and the variety entertainment, arranged by the Victoria Branch of the Ministering Children's League, which took place in the City Hall and Theatre Royal yesterday afternoon, will be as financially successful as any past functions of a similar nature. Mrs. Warren and a willing and enthusiastic band of helpers had worked hard and long to achieve such success, and the sale and the entertainment that followed must be set down as a credit to the organisers.

Mrs. Middleton Warren, Mrs. Highton, Mrs. Holloway, Mrs. Hazeland and Mrs. Wallace were in charge of the Work Stall, situated in the vestibule behind the dress circle. Near by was a sweets and cake stall, in charge of Mrs. Eustace and Mrs. Diss. The tea-room was under the direction of Mrs. Franklin, Mrs. Heanley, Mrs. Coleman and Mrs. Nicholl. The chief item on the afternoon's programme was, of course, the entertainment. The feeling was expressed that similar entertainments by the children should be arranged more often than at present. Mrs. Harris Walker trained the children, while to Mr. Paine's untiring energy was due much of the success of the entertainment as a whole.

The Theatre Royal was crowded to an uncomfortable degree, the majority of the audience being children. A selection by an orchestra, conducted by Professor Gonzalez, opened the programme, this being followed by a fan dance by the little Misses Dorothy Avenell and Irene Nolan. The Spanish Dance, in which the Misses C. and I. Smith, S. Weil, A. Rose, W. Lawson, I. Thornhill, and Beatrice Pinnerfather took part, was well executed and the dancers looked extremely picturesque in their Spanish costumes. Beatrice Pinnerfather also gave a solo dance and the applause received was thoroughly deserved.

The Misses Rosebud and Ruby Young gave a saund-jig in splendid style. These sisters, and their sister Vivienne, who, later, gave a serpentine dance, are most graceful performers. A charming number was that in which the Misses E. Blackburn and B. Eustace, as parrrots, and D. Avenell, E. Rose and Joan Arnold, as parrrots, took part. Little Joan Arnold gave a parrrot dance by herself, and when she was joined by the others the children made a very pretty picture on the stage.

Miss Joyce Thornhill on the piano, and Miss Iris Thornhill and her brother on the violin, played "A Reverie" correctly and with expression. The Misses Marie Nolan and Joyce Thornhill gave a sprightly French dance to the tune of the "Marseillaise." There was a folk song entitled "Buttercups and Daisies" by the children of the Victoria School, and Miss Gladys Brock sang "A Birthday Song" for which she was loudly applauded. She has a very sweet voice of much promise.

Everything in the programme, however, was overshadowed by the Flower Ballet. Over 30 children, representing a number of flowers, held the attention of the audience for about a quarter of an hour with a medley of dances, and were cheered to the echo. It was really a splendid item, and Mrs. Walker, who arranged it, is to be sincerely complimented upon the success achieved. Special mention must be made of the tiniest lots, little Jim Blackburn, scarcely two feet high, as Cupid, his sister Tuti as a fairy, and Gusnie Young and Francis Heanley as grasshoppers. Cupid created quite a sensation by his winning manner on the stage. Those who took part were:—

Pink roses—E. Mead, M. Bryson, Daphne, Rosebud Young, and Dorothy Avenell. Carnations—Iris Thornhill and Ruby Young.

Sweet Peas—Marie Nolan and Joan Crippin.

Buttercups—Winnie Lawson and Jessie Walker.

Snailflowers—Iris Rose and Connie Smith. Chrysanthemums—Tottie Smith and Joan Arnold.

Morning Glories—Lena Roeha and Susan Weil.

Poppies—Vivienne Young, Essie Rose and Rosebud Young.

Margolids—Phyllis Goodall and U. Stan-ley.

Marguerite—Doris Cropley.

Cornflowers—Irene Nolan, Betty Eustace and Edith Roeha.

Sunflowers—Edna Blackburn.

Grasshoppers—Gusnie Young and Francis Heanley.

Butterfly—Joyce Thornhill.

Cupid—Jimmy Blackburn.

Fairy—Tuti Blackburn.

Mrs. Blackburn, Mrs. Thornhill and Mrs. Young who made the dresses for this item, worked with remarkable skill in crinkled paper.

The second half of the programme was devoted to a sketch entitled "The Lady Typist" which went well, thanks to a happy setting by Mr. R. L. Bridger and Mrs. B. Eustace. The story deals with the engagement of a lady typist by a young author, Robert Gaynor, whose tastes ran in the direction of "fluffy hair and a graceful figure." The only applicant for the post was a lady whose charms were not to his liking, but who refused to admit that she was over 27 years of age. Owing to a previous misunderstanding, Gaynor, fancies that the "dream" aged 27, is his own wife, and consequently, and he thereupon, his wife appears on the scene. Mr. R. L. Bridger, as Robert Gaynor, had the chief part, while Mrs. Crannell, as Mrs. Gaynor, did the little she had to do quite well.

(Continued as foot of next column.)

DIOCESAN GIRLS' SCHOOL. ANNUAL DISTRIBUTION OF PRIZES.

The annual distribution of prizes to the students of the Diocesan Girls' School took place yesterday evening in the school hall in the presence of a large gathering of parents and well-wishers of the institution. Prior to the function an "At home" was held by the Head mistress, when opportunity was taken to bid good-bye to Mrs. Pope and Miss Brascombe, who are leaving the Colony shortly and to welcome Miss Roberts and Mrs. Jenkinson, new members of the staff, and the Rev. A. T. W. Dowding.

Before the distributing of awards, a short musical entertainment was given by the pupils and enjoyed by all.

Mr. Ranger read the following report on behalf of Miss Skipton: "We are very glad to welcome back Miss Ferguson, and to have Miss Roberts and Mrs. Jenkinson. We shall be very sorry to lose Mrs. Pope and her children and Miss Brascombe and it is very hard not to express pleasure at having them with us for a while longer. There are first a few things to say which may interest you. Six girls gained Pimman's certificates in theory of Shorthand. In the Royal Drawing Society's Examination we obtained 30 pass certificates and 63 honours; one girl became entitled to a full certificate, having this year completed the number of her six honours certificates. In the Hongkong University Examinations the four juniors passed, and eight out of nine seniors.

We have again to record the death of an old scholar at the Front, Howell Stapleton. Our deep sympathy goes to his mother, father and brother. Some of the girls have made designs for a Hall of Honour. Our thanks are due to the kind donors of prizes, Lady Ho Tung, Mr. Wong Kam Fook, Mr. Chan Kai Ming, Mr. Compton and Mr. White. About prizes I should like to say that as long as there is no discontent, or grumbling, or jealousy among the scholars, and parents and children acquiesce loyally in the judgment of the Headmistress and the Staff, arrived at after very careful consideration, prizes are good. They are a means of disseminating many good books which most children, however well off, would hardly ever get, and one always hopes for the best that they are read."

The Bishop (Dr. Lander) congratulated the Headmistress on the successful way she had carried on the school for the last eighteen years. The diocese, he said, was greatly indebted to her for that remarkable record. Miss Brascombe, too, deserved their gratitude and thanks for the kind way she had looked after the girls. He hoped that she would have a pleasant voyage. They had also assembled to wish good-bye to Mrs. Pope, their former acting matron, who had always helped in promoting the interests of the school. He hoped she and Miss Brascombe would be happy wherever they went. The speaker next dwelt on the many good qualities of the new members of the staff stating that he had the privilege of choosing them. He also extended a welcome to Miss Ferguson, and the Rev. A. T. W. Dowding and then called upon Mrs. A. D. Stewart to present the prizes.

The singing of the National Anthem terminated proceedings.

The following was the prize list:—
Class 1:—Ena Ho Tung, Irene Ho Tung, E. Connell, Edwina Rogers, Lolita de Rosa, Maria Kaeber, May Pincher, Robie Rhea.

Class 2:—Mabel Gittens, Edna Connell, Aida Remedios, Victoria Manning.

Class 3:—Lena Chea, Grace Lee, Winnie Tyson, Ellen Hunter, Firdos Ruzdahn.

Class 4:—Maggie Brockett, Audrey Robinson.

Class 4B:—Aurea, Sousa, Minnie Doodha, Alice Lam, Agnes Lowcock, Bertha Remedios.

Class 5A:—Daisy Pong, Helen Ma, Beatrice Sam.

Class 5B:—Olivia Barretto, Gerlie Tyson, Betty Davidson, Irene Rapp, Helen Lam, Violet Chan.

Class 6:—Clotilde Barretto, Kitty Rapp, Jean H. Tung, Marj. Mason, Winnie Kendall.

Class 7:—Oscar Lam, Jean Brown, Maria Prata, Stella Lee, Irene McKay, Maria, Boccilio, Hilda Sousa, Reinoldo Remedios.

Class 8A:—Kathleen Grise, Norman McKay, Donald Davidson, Annie Cross, Grace H. Tung, Jessie Doyle, Marj. Aitken, Aughtie Remedios.

Class 8B:—Eva Coyne, Angus McFie, Nora, McFie, Salina Mortalho, Keroccos Rosa, Helen Smith, Emily Sousa, Iris Hunter, Aubrey Dawson, Rose Ponsonby, Eddie Wright, Carmen Botelho, Trish Choa, Nancy Leung, Thalia Prata, Ada Chan, Nelly Lee.

Class 8C:—Bess McKay, Fred. Pope, Lutz Xavier, Florence Lam, Mary Nicholls, Bessie MacKenzie, Zuliska Mortalho, Norman McKay.

well. Mrs. Mackintosh as Miss Florence Gaynor, the author's sister, and Mrs. Bridger, as Mrs. Lane, the typist, performed very creditably indeed, especially the last, while Mrs. B. Eustace raised many a laugh by the droll way in which she represented "Froud," the silly parlourmaid.

The Committee in charge wish to thank Wiseman's Café for supplying refreshments for the tea stall; Professor Gonzalez and his orchestra, the local Press, Messrs. Lane, Crawford & Co., Messrs. Mortalho & Co., and Messrs. Komor & Komor for assistance kindly given; also Sir Paul Chester, the Hon. Mr. D. Dandell, Sir Billie Radcliffe and Mr. N. J. Stubb for financial help.

(Continued as foot of next column.)

HONGKONG RACES.
YESTERDAY'S TRAINING.

There were a large number of racing enthusiasts, including H.E. the Officer Administering the Government, at the Racecourse yesterday morning, to watch the training. The grass course was slow, and though some very good gallops were witnessed, the heavy going affected the times. Many of the ponies are obviously capable of improving on yesterday's performances.

Nearly all yesterday's gallops were on the racecourse proper. The following are some of the times taken. When not specifically stated, the gallops were on the outside (grass) course.

DERBY PONIES.

"Valley King" and "Mountain King" (owned by Mr. G. H. Potts) went over a mile-and-a-half together. They did the first quarter in 32secs., the three-quarters in 1min. 39.1-secs., and the mile-and-a-quarter in 2mins. 52secs. They then separated, "Mountain King" coming out in front and completing the course in 3mins. 27.1-secs. "Valley King" finished in 3mins. 25secs.

"Olympic Dahlia" covered a mile-and-a-half in 3mins. 32secs., taking 30.3-secs. for the first quarter, 1min. 47.1-secs. for the first three-quarters, and 2mins. 57secs. for the mile-and-a-quarter.

"Footlight" galloped a mile in 2mins. 19.3-secs., taking 38 seconds for the first quarter, and 1min. 49.2-secs. for the three-quarters.

"Meymoon" (owned by Mr. Nemaze) went in company with its stable companion, "Jeypoon," over a mile and a quarter, covering the first three-quarters in 1min. 59secs. and the full distance in 3min. 5secs.

"Albion Dahlia," which was helped along by two *amals*, went over the Derby course in 3mins. 29.3-secs., covering the first three-quarters in 1min. 46.3-secs. and the mile-and-a-quarter in 2mins. 55.4-secs. It finished remarkably well, taking 33.3-secs. for the last quarter.

"Onions" was timed in the last three-quarters of a gallop over a mile, at 1min. 47.3-secs.

"Firelight" went over a mile-and-a-quarter, covering the first three-quarters in 1min. 55.2-secs., and the whole distance in 3min. 3secs.

"Purity Dahlia" took 1min. 38.4-secs. over the last three-quarters of a gallop over a mile course.

"Grey Mouse" did a noteworthy gallop over a mile-and-three-quarters, covering the first quarter in 45secs., the three-quarters in 1min. 55.5-secs., the mile-and-a-half in 3mins. 43.1-secs., and the whole distance in 4mins. 16.1-secs. "Catford" joined in for the last mile-and-a-quarter, covering that distance in 2mins. 52.2-secs. and taking 32.2-secs. over the last quarter.

SUBSCRIPTION PONIES.

"Swallow" (owned by Messrs. "Gay Birds") covered a mile in 2mins. 19secs., taking 1min. 44.4-secs. over the three-quarters.

"Burst Length" (owned by Mr. "Fireworks") took 1 min. 46.2-secs. for the last three-quarters of a gallop over a mile.

"Turf King" and "Blighty King" (owned by Mr. G. H. Potts) went over a mile-and-a-quarter in company in 3mins. 5secs., taking 1min. 57secs. over the three-quarters.

"Victory Star" (owned by Mr. B. Basto) negotiated a mile in 2mins. 19.2-secs., taking 1min. 41secs. over the three-quarters.

"Cassius" (owned by Mr. Adams) covered a mile in 2mins. 20.1-secs., taking 1min. 46.4-secs. for the three-quarters.

"First Fiddle" (owned by Messrs. G. and G.) and "Gris-Gris" galloped in company over a mile, but were timed over the last three-quarters only, taking for this 1min. 44.1-secs. "Gris-Gris" finished in front.

"Rheostat" was timed as taking 1min. 10secs. to cover the last half-mile of a mile gallop.

"Firefly and Gaddy" went together over a mile. They accomplished the first quarter in 36secs. and the three-quarters in 1min. 49secs. Then, coming out, "Firefly" finished in 2mins. 10.1-secs. "Gaddy" finished in 2mins. 22.3-secs.

"Tarantula" (owned by Mr. Soares) was timed over the last three-quarters of a gallop over a mile, taking 1min. 43.2-secs.

"Cornhill" took 33.3-secs. for the last quarter of a gallop over three-quarters of a mile.

"Smokebox" did a mile in 2mins. 19.4-secs., covering the first three-quarters in 1min. 46.4-secs.

(Continued at foot of next column.)

THE EXPORT OF SILVER.
MONEY-CHANGERS WITHOUT
A LICENCE.

Four Chinese, arrested on board the s.s. *Glenfallach*, were charged, on remand, before Mr. R. E. Lindell, at the Magistracy, yesterday, with attempting to export \$600 silver Hongkong dollars, 300 silver yen, and some silver Canton currency.

Mr. A. E. Hall, of Messrs. Lo & Lo, for the defendants, said that he had interviewed his clients in gaol and told them that he would have nothing to do with the case if they did not tell the truth. They admitted that they went on board the s.s. *Glenfallach* to change money and that they had no licences. They were not going to Swatow or to any of the Coast ports, and that proved that they only went aboard for the purpose stated.

Mr. Lindell (to the second defendant): In your statement, you said that you were going to Canton.

Defendant: I was confused and afraid; hence that wrong statement.

Mr. Hall, continuing, said his clients were charged with exporting silver dollars. The prosecution had failed to prove their case. The only charge that could be preferred against them was that they were money-changers without licences.

The charge was amended accordingly, and the defendants were fined \$25 each. The money (silver currency) was returned to them.

ROBBING HAWKERS.

ACCUSED COMMITTED FOR TRIAL.

It will be recollected that two Chinese were arrested some time ago for robbing two hawkers and causing injury to one of them, a woman, by stabbing. The last stage of the hearing was concluded yesterday in the court of Mr. R. E. Lindell. One of the prisoners who, the prosecution alleged, had inflicted three wounds on himself, accused the Indian constable responsible for his arrest with having stabbed him. Whilst the prisoner was in hospital, several Indian constables, including the one who had effected his arrest, were paraded before him, but he failed to identify the man.

Accused were committed for trial at the next Criminal Sessions.

ARMED ROBBERY.

ONE BANDIT ARRESTED.

A Chinese, alleged to be one of a gang of eleven bandits who, on November 7th last, committed an armed robbery in Tai Hon village, was brought before Mr. J. R. Wood, yesterday. It was stated that while eight members of a family were seated talking, the eleven men, all armed, rushed into the house, took away all the money and the clothing they could find and kidnapped six of the family. Three of these victims were held to ransom. Further hearing was postponed for to-day.

BILLIARDS.

THE HONGKONG CHAMPIONSHIP.

Sergt. Drummond, R.G.A., and Sergt. Davis, R.A., met at the Victoria Recreation Club, last night, in the above championship competition. The competitors were evenly matched. Davis' highest break was 25 whilst Drummond's best effort was 24. Drummond won by 74 points, scoring his 400 when Davis had reached the 326 mark.

OLD PONIES.

"Triumph" galloped three-quarters of a mile in 1min. 39secs., taking 39.2-secs. for the last quarter.

"Malcolm" went over a mile in 2mins. 35.1-secs., covering three-quarters in 1min. 54secs.

"Standard Dahlia" galloped over a mile-and-a-quarter, but was only timed for the last mile, which was covered in 2mins. 20.4-secs.

"Spotted Sand" negotiated a mile-and-a-quarter in 2mins. 50.1-secs., taking 1min. 41.1-secs. for the three-quarters, and 2mins. 18.1-secs. for the mile.

"Coronet Dahlia" galloped half-a-mile in 1min. 9.2-secs.

"Ontford" covered a mile in 2mins. 20secs., doing three-quarters in 1min. 44.2-secs.

"Attraction Dahlia" was timed as taking 1min. 44.2-secs. for the last three-quarters of a gallop over a mile-and-a-half.

"Vivat" took 1min. 47secs. for the last three-quarters of a gallop over a mile.

"Black Out" negotiated a mile in 2mins. 21secs., taking 1min. 47.3-secs. for the first three-quarters.

"Upwood Park" went on the inside course, covering the last mile-and-a-quarter of a mile-and-a-half gallop in 2mins. 55.3-secs. It took 1min. 51.2-secs. for the three-quarters.

"Dainty Light" was timed over the last three-quarters of a gallop over a mile, taking 1min. 45secs.

"Crest" was also timed during the last three-quarters of a gallop over a mile, and covered the distance in 1min. 43.2-secs.

IN SEARCH OF A HUSBAND.
CHINESE WOMAN'S EXPERI-
ENCES.

Five Chinese were charged before Mr. R. E. Lindell, at the Magistracy, yesterday, with demanding, unlawfully and with menaces, or by force, the sum of \$100 from Lam Lee, a Chinese woman, on February 12th.

Mr. A. E. Hall, of Messrs. Lo & Lo, appeared for the first defendant.

The complainant stated that she had known the first defendant for some time and had given him small sums of money on various occasions. He had borrowed money also, from her mistress, which complainant had to repay. On November 11th defendant called at the house in which she was living and wanted her to pack up immediately and go along with him to lead a bad life. She refused. The defendant returned next day with four other men. He demanded a sum of money which, he alleged, she owed him. She denied having contracted any debts with him, and added: "If any money is owing, it is you who owe it to me." He then threatened to kill her and ordered the others to see that she did not escape. Another woman in the house got out by way of the kitchen and fetched the police.

Cross-examined, the complainant said that her first husband died two years ago, and she came to Hongkong, from Macao, in search of a husband. She met the first defendant on the night of her arrival. He proposed to her, and she lived with him for some time. Later, he made overtures to her to lead an immoral life.

Mr. Hall: Do you mean to tell the Court that the man who asked you to be his wife made such an atrocious proposition?—Complainant: He wanted me to earn \$200 or \$300 dollars before marrying me.

You had no objection to lead an immoral life?—He said I must have some money and jewellery before he would marry me.

Did he visit you frequently?—At long, but regular, intervals.

You looked forward to his visits so that you could get some money?

The Magistrate (interposing): I think the evidence is that he asked her for money.

Mr. Hall: But I want to prove the contrary.

Mr. Hall (to complainant): Did not Ah Mun (the first defendant) give you money?—Complainant: On three different occasions he gave me \$3.

Are you not living in a place where you must account for all your earnings?—Yes. The mistress gets half.

And Ah Mun came to see you frequently?—Well, yes.

Do you mean to say that the mistress of your house would tolerate frequent visits without payment of the customary fee?—He is on good terms with the mistress.

The Magistrate: Your mistress alleged the first defendant to see you without paying money?—Complainant: Yes.

Mr. Hall: Has the defendant ever given you any presents?—Complainant: No.

The Magistrate: No jewellery or anything like that?—Complainant: No.

Mr. Hall: Do you mean to say you gave all your earnings to the defendant?—Complainant: The greater portion.

The Magistrate remarked that complainant had previously stated that, on different occasions, she had accommodated the defendant with different sums of money.

Mr. Hall: You were all the time under the impression that Ah Mun would keep you?—Complainant: Yes.

Why did you then suddenly desert the first defendant for another?—I began to see he was not sincere in his promises.

Did the first defendant tell you of a money-lending association he was interested in?—No.

Did you not owe him money?—No; even the little he gave me was returned.

Who keeps you now?—A man.

What's his name?—Chan Si.

Was he amongst those who helped to arrest the defendants?—No.

You stayed another month in the house before Chan Si took you away?—Yes.

The Magistrate (interposing): The complainant said she had a cubicle of her own, and so she may not have been in the "business."

Mr. Hall: When these men threatened you with death, did you call for aid?—Complainant: How could one do it in the face of such threats and surrounded by so many?

The fifth defendant stated that it was a man, not a woman, who fetched the police.

(Continued at foot of next column.)

UNREQUITED AFFECTION.
"HER ONLY SOLACE WAS TO
DIE."

Unrequited love and inability to bear the taunts of her teasing friends induced a Chinese girl to attempt to end her life, on Sunday, by taking an overdose of opium.

The girl was charged before Mr. R. E. Lindell, at the Magistracy, yesterday. The story was a pathetic one. The defendant, a respectable girl of pleasing appearance, was engaged to a Chinese clerk employed in the comprador's department of a local firm. The man refused to marry her, and this, coupled with inability to bear the gibes of her friends, led her to commit the rash act. It was stated, however, that the man was now willing to marry her, and the defendant assured the Court that she would not repeat her offence.

The case was remanded till Saturday for settlement by the Secretary for Chinese Affairs, bail being granted in \$25.

AN INCORRIGIBLE BOY.

A Chinese boy, aged 14, was charged before Mr. R. E. Lindell, at the Magistracy, yesterday, with snatching a gold-mounted bracelet from the hand of a Chinese girl about twelve years of age.

The complainant stated that she went out for a walk alone, and noticed the defendant coming directly towards her. He knocked against her, but she managed deftly to dodge him, upon which he seized her hands, snatched the bracelet from her wrist, and ran away. A policeman stopped him and found the bracelet.

Mr. Lindell: Oh! he ran into the arms of a policeman!

The defendant pleaded tearfully that he collided accidentally with the complainant, who, resenting this, got angry, pulled the bracelet off herself, and accused him of the offence.

The Magistrate (to the complainant): Do you hear that?

Complainant: I did nothing of the sort.

The defendant, however, insisted, amidst tearful sobs, that his version was correct.

The Chinese policeman who arrested the defendant said he saw the boy running towards him. He stopped him and found the bracelet in his possession.

The defendant accused the constable of having been responsible for the evidence of the girl, which, he repeated, was suborned.

Mr. Lindell asked whether the boy's parents had communicated with the Police.

Inspector O'Sullivan said the boy's mother told him that her son was an incorrigible bad one.

Mr. Lindell: Twenty-four hours' imprisonment and ten strokes with the birch.

The complainant laughed heartily at this statement.

The Magistrate objected to such levity and asked complainant why she laughed. Complainant: Because he is lying.

The Magistrate: So do you.

Complainant muttered that she never told untruths!

The Magistrate (to complainant): The fifth defendant says it was a man, not a woman, who fetched the police.—Complainant: There were no men in the house.

The next witness, a fellow-tenant of the complainant, was rather hard of hearing, and the interpreter had hard work, standing by the witness-box and shouting his loudest.

The Magistrate: Are you married?—Witness: I am kept.

The witness corroborated the latter part of the complainant's story and said she knew the first defendant but not the others. When money was demanded from the complainant, she tried to leave the room, but the defendants prevented her.

She suggested borrowing money from a friend or from the mistress, but the suggestions were refused, and she was not allowed to leave the room. Then she had recourse to a ruse, got to the kitchen, and thence to the Police Station.

The first defendant said he had known Lam Yee for about two years. She wanted him to keep her but he refused. He had frequently given her money. She had often given him opium to smoke when he went to her house.

Having reason to suspect that another was keeping her too, he demanded his money back. She promised to return it the following day. On arrival, he was arrested by the man who, he believed, was then keeping complainant.

The other defendants said they went to the house at the request of the first defendant. The third added that the first told him that they could get tea and opium there.

The Magistrate expressed a desire to know what this defendant got. "Only a cup of weak tea," was the reply.

The further hearing was adjourned for Friday, bail being granted in \$250 each.

LANE, CRAWFORD

AND COMPANY.

SPECIAL PRICES
FOR ONE WEEK ONLY.

HOME MADE MINCEMEAT

3½ lb. tins \$1.00 per tin.

ORIGINAL PRICE \$2.00.

"ZESTO" CUSTARD POWDER.

25 cts. per tin.

CAULIFLOWERS IN TINS.

30 cts. per tin.

AUSTRALIAN MARMALADE.

"ALL GOLD" AND "ST. GEORGE" BRANDS.

20 cts. per tin.

CANADIAN SARDINES IN OIL.

20 cts. per tin.

LULLABY TOILET SOAP.

\$1.75 per doz. tablets.

VELVET SKIN SOAP.

BATH SIZE.

20 cts. per tablet.

VICTORIA THEATRE.

February 20th, 21st, and 22nd,
9.15 p.m.

THE COUNT OF MONTE CRISTO

Epoch 7—The Last Exploits of Cadrouse.

In this epoch there are some very fine photographic studies and the acting is superb.

A WIFFLES FAMILY INTRIGUE.

Two parts of undiluted mirth, well shaken up.

Race Week

February 24th, 25th and 26th,
9.15 p.m.

Pathe Presents

BABY MARIE OSBORNE

A DAUGHTER OF THE WEST.
BOOKING AT ANDERSON'S.

SHING KEE CO.

SODA MERCHANTS,

IMPORTERS AND EXPORTERS

OF

Caustic Soda, Soda Ash, Muriate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 22, DES VOUX ROAD, WEST, HONGKONG.

Wm Powell Ltd.

TELEPHONE 346

Are now Displaying

PRETTY FANCY VOILE

BLOUSES

for the Spring.

Also

SEMI-TRIMMED

STRAW HATS.

NEW ADVERTISEMENTS

LOST, STOLEN OR STRAYED

FROM "Crowsnest" No. 152, the Peak, SEALYHAM TERRIER DOG, rough haired, white with black markings; aged about one year. Last seen on Barker Road. A suitable reward will be given. Communicate above address. [352]

RACE HOLIDAYS

THE EXCHANGE BANKS will be CLOSED for the transaction of EXCHANGE BUSINESS on MONDAY, TUESDAY and WEDNESDAY, FEBRUARY 24TH, 25TH and 26TH at 11.45 A.M. Hongkong, February 19th, 1919. [353]

THE PEAK CLUB.

NOTICE TO MEMBERS.

THE First of the Second Series of TEA DANCES will take place TO-DAY (THURSDAY), FEBRUARY 20TH. Dancing will commence punctually at 5.30 P.M., and Tea will be served from 5 P.M. [354]

HEADQUARTERS OF THE COLONY OF MACAO.

COMMISSARIAT DEPARTMENT.

NOTIFICATION.

IT IS HEREBY NOTIFIED that on MARCH 1ST, at 2 P.M., the Headquarters of the Colony, Tenders will be received by the Committee referred to in Article 40 of the "Regulamento de Fiança" dated Oct. 3rd, 1914, for the supply of the following Articles:

Tanned leather boots of natural colour (leather being preferred) 700 pairs.
Calf leather boots, natural colour 40 "
Black tanned leather boots, of black leather being preferred 50 "
Black calf leather boots 20 "
Canvas for legging 3000 metres.
Buckles for legging 300 "
Natural colour leather, tanned leather (natural colour) for shoes 10 kilos.
Black calf leather 10 "
White calf leather 5 "
ALANENA BOLE 20 "
White sheep-leather 5 "
White laces for boots 400 pairs.
Black laces for boots 200 "
Assorted cords for shoes 20 kilos.
Copper nails for shoes 5 "

CONDITION FOR TENDERING:

1st.—The tenders, or their legally authorized attorneys, must hand in the day and hour above fixed, their tenders, enclosed in sealed envelopes, written in Portuguese and according to the following form:

"I, the undersigned, do hereby certify that I am established in the Colony of Macao, and I propose to supply the following articles, at the prices herein mentioned, and binds myself to follow any instructions given to him by the Committee. The articles will be made of the materials as per samples attached and according to the pattern given."
"The articles and the boots made to measure will be supplied within 45 days, counted from the date of the approval of the contract."
2nd.—Each tender must be accompanied by a deposit of \$20 in the BANCO ULTIMARINO.
This deposit will be forfeited in the following cases:
(a) If the successful tenderer refuses to sign the contract.
(b) If he does not supply the articles within the time fixed, or if the shoes made to measure be not of the same material of the samples, or if he fails to observe any of the conditions of the contract.
3rd.—The tenderers must attach to their tenders samples of the materials of which they propose to make the shoes, as well as samples of other articles they propose to supply.
4th.—Payments will be made only after all the articles have been supplied.
5th.—The tenderers must mention in their tenders the currency in which they want the payments to be made.
6th.—Persons not offering guarantee of honesty or not having the necessary qualifications may not be admitted to tender.
7th.—The Government reserve the right of not accepting any of the tenders.
Commissariat Department, Macao, 7 February 1919.
The Chief of the department.
(Sgd.) MANUEL ALVES MORGADO [346]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

FAVOURED with instructions from The Consignor, will sell by Public Auction on FRIDAY, FEBRUARY 21st, 1919, at 2.30 P.M., at his Sales Room, Queen's Road Central, EXCELLENT HOUSEHOLD FURNITURE.

Comprising:—Chesterfield Couch and Armchair, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Brass Fenders, Overmantels, Suite lined Sofa, Easy Chair, Occasional Table, Extension Dining Table, Bevelled Mirror, Wardrobes, Hat Stand, Dining Chair, Crookery, Glassware, Ornamentals, Pictures, Curtains, Bed Sheets, Clocks, Marble-top Sinks, Electric Reading Lamps, Cabinets, Sideboards and a long list of Sundries. Catalogues will be issued.

Cash on Delivery.
Hongkong, February 19th, 1919. [354]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING 19.9.

MONDAY, TUESDAY, WEDNESDAY and SATURDAY (OFF-DAY),
FEBRUARY 24TH, 25TH, 26TH and MARCH 1ST.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs KELLY & WALSH, Limited, or at the Gate. Price \$10 for the Meeting (excluding the Off-day, &c.). No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate. T. F. HOUGH, Clerk of the Course.
Hongkong, February 19th, 1919. [347]

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the Undersigned on SATURDAY, the 22nd February. No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands. Any Chinese found loitering about with Servants' passes in their possession will be removed from the Enclosure. T. F. HOUGH, Clerk of the Course.
Hongkong, February 19th, 1919. [348]

HONGKONG HOTEL.

RACE WEEK.

DINNER DANCES

will be held on
TUESDAY, FEBRUARY 25TH.

AND
WEDNESDAY, FEBRUARY 26TH.

SPECIAL Table d'Hôte Menus will be served in the MAIN DINING ROOM at \$2.50 per head and in the GRILL ROOM at \$3.50 per head.
TABLE BOOKINGS AT HOTEL MAIN OFFICE.
J. H. TAGGART,
Hongkong, February 17th, 1919. [342]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

SHAREHOLDERS ARE HEREBY NOTIFIED that the DIVIDEND of SIXTY CENTS (60 CENTS) per Share is now Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on Warrants to be obtained at the Company's Office, Alexandra Buildings, Des Vaux Road, Central, Hongkong.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, February 17th, 1919. [338]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22ND day of FEBRUARY, 1919, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1918.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, February 18th, to SATURDAY, February 22nd, 1919 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STABB, Chief Manager.
Hongkong, February 4th, 1919. [290]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company, 2nd Floor, 101, Des Vaux Road, Hongkong, on FRIDAY, the 22ND day of FEBRUARY, 1919, at Noon, when the sub-joined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 18th day of February, 1918, will be submitted for confirmation as a Special Resolution:

"That the Articles of Association be altered in manner following, viz:—
"In Article 82, the word 'five' shall be substituted for the word 'four'.
The effect of this resolution will be to increase the maximum number of Directors from four to five.
Dated the Fourteenth day of February, 1919.
By Order of the Board,
J. H. TAGGART, Secretary and Manager. [334]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the Company's Hotel, Hongkong, on FRIDAY, FEBRUARY 22ND, 1919, at 12.15 P.M., for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1918.
The REGISTER of SHARES of the Company will be CLOSED on FRIDAY, February 21st, to SATURDAY, February 22nd, 1919 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors,
J. H. TAGGART, Manager.
Hongkong, February 19th, 1919. [335]

AUCTIONS

PUBLIC AUCTIONS.

BY APPOINTMENT.

G. R.

HUGHES AND HOUGH,

AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.

General Auctioneers,
Share, Coal and General.

Produce Brokers
and
Commission Agents.

PROPRIETORS
"TO-KWA-WAN COAL"
STORAGE.

CODEN USED BENTLEY'S
A.B.C. 4th & 5th EDITIONS
At Telegraphic Code.
Telegraphic Address "HONGKONG."
Hongkong.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
On FRIDAY,
February 21st, 1919, at 10.30 A.M., at their Sales Rooms, No. 8, Des Vaux Road,
Corner of Ice House Street,
VALUABLE HOUSEHOLD FURNITURE,
CURIOS, ORNAMENTS, etc., etc.,
removed to salerooms for convenience of sale.

Terms:—Cash. HUGHES & HOUGH,
Auctioneers.

ON THURSDAY,
February 27th, 1919, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road,
Corner of Ice House Street,
A LARGE QUANTITY OF
USEFUL HOUSEHOLD LINENS, DRAWN
WORK, and EMBROIDERIES,
Comprising:—
HOUSEHOLD LINENS:—Single and
Double Plain and Hemstitched Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Damask Serviettes, Glass Cloths,
Bath Towels, Face Towels, &c., &c.
DRAWNWORK:—Bodyspreads, Pillow Cases,
Tray Cloths, &c., &c.
EMBROIDERIES:—Bodyspreads, Table
Covers, Tea Cloths, Runners, 16 by
54 in.
A few lots of Attache Cases and Bellow
Valises.
(All new goods and small lots to suit
purchasers.)
Terms:—Cash. HUGHES & HOUGH,
Auctioneers.

ON THURSDAY,
February 27th, 1919, commencing at 2.30 P.M.,
at their Sales Rooms, No. 8, Des Vaux Road,
Corner of Ice House Street,
TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND BRASS-
MOUNTED DOUBLE AND TWIN
BEDSTEADS, CURTAINS,
CARPETS, &c., &c.,
Comprising:—
Two Chesterfield Sofas and Arm-chairs
(new), Folding Card and Occasional Tables,
One Upholstered Suite, Bedroom Furniture
comprising Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing Tables,
Washstands, &c., (furniture, Teakwood), Side-
board, Dinner Wagon, Extension Dining
Table and Chairs, &c., Dinner Services,
Crookery, and good Glass Ware, Cooking
Stoves, Cutlery, &c., Bath Room Utensils,
Electro-Plated Ware,
Electric Reading Lamps, Blackwood and
Teakwood Screens, a quantity of Blackwood
Furniture, including 1 Large Blackwood
Screen Blue and white Panels, Side Tables,
Chairs, Cabinets, Pictures, Several Carpets
new and second-hand.
Also
Treadle Sewing Machine (nearly new) by
Willcox & Gibbs with all accessories, 1 Piano
by Ernest Kaps, Dresden in very good condition
and one "Reliance" Typewriter (new).
(Full Particulars from Catalogue).
Terms:—Cash. HUGHES & HOUGH,
Auctioneers.

ON FRIDAY,
February 22nd, 1919, at 11 A.M., at No. 2,
Humphreys Building, Kowloon,
THE SUNDY
VALUABLE HOUSEHOLD
FURNITURE,
&c., &c.,
therein contained,
including:—
Large Chesterfield Sofa and Arm-chair
(English make), a few pieces of Blackwood
Furniture, &c., &c.
Large Brass Bedstead, Wardrobes, Toilet
Table, Washstand, &c., &c.
Electric Fittings and Sunblinds.
On view day of sale.
Terms:—Cash. HUGHES & HOUGH,
Auctioneers.
Hongkong, February 19th, 1919. [351]

TO ALL TO WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the
UNION INSURANCE SOCIETY OF
CANTON, LIMITED, intends at an
early date to apply to the Legislative
Council of Hongkong for a Bill for power to
convert its Silver Capital into Gold.
A copy of the proposed Bill can be
inspected at the Offices of the Undersigned.
Dated this 14th day of February, 1919.
DEACON, LOCKER, DEACON
HARRISON
Solicitors for
THE UNION INSURANCE SOCIETY OF
CANTON, LIMITED. [350]

INTIMATION



WATSON'S

Emulsion of

COD LIVER OIL

with Hypophosphites.

A Highly Nutritive Food and

Nerve Tonic.

Agreeable to the taste and very

readily digested by Delicate

Children and Invalids.

PREPARED BY

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY,

TEL. 16.

BIRTHS.

CHAPMAN.—At "Redhill," 120, The Peak, on February 19th, to Mr. and Mrs. E. J. CHAPMAN, a son. [349]
SORENSEN.—At 127, The Peak, on February 19th, the wife of Mr. A. S. SORESEN of a girl. [350]

HONGKONG OFFICE: 10A, DES VAUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 20TH, 1919.

LABOUR PROBLEMS.

The great war has profoundly changed many of our ideas about life and its problems. As we look back upon the world as it was before August, 1914, we are almost inclined to think that such a catastrophe was needed to stir the thoughts of statesmen towards the great ideas. The one lesson that has been learnt by all of us is the essential interdependence of the whole of the human family. The bizarre antics of an Emperor caused us to smile in the old days, for we did not realise that they were the prelude to a tragedy that would finally bring suffering and death to our nearest and dearest. No longer can we affect indifference to that which happens elsewhere. The ghastly business of Bolshevism does not concern only the Russians who are suffering from it at the moment. "Spanish influenza" may, or may not, have had its origin in Spain, but it has claimed its victims by the thousands in South Africa, China, New Zealand and many other countries. A dread of far-sighted humanitarians is lest yellow fever should appear in China or India. It has been kept out of those densely-populated countries so far, but it is by no means certain that it may not be introduced at a future date. The worker in a scientific laboratory in Paris, Liverpool or Chicago may discover some secret which will confer a blessing upon countless thousands of other races. Try as we might, we could not confine the horrors of war to one or two countries, and we cannot prevent the spreading of disease.

One of the Committees of the Peace Conference will deal with problems of labour all over the world. The Far East has already commenced the great

change over to industrial life as carried on with machinery. In Europe and in America, the Governments exercise some control over the conditions of life for the workers. We may be sure that factory life in India is subject to supervision, but we cannot be sanguine of any such action in China unless there be a very great change in the methods of administration. It is doubtless with unskilled labour in such countries that most of the difficulties will arise. At present there are millions in China who live on the edge of existence. At the first shock of famine they succumb. More than eighty per cent. of the people depend upon agriculture for a livelihood, and, as there is no modern transport arrangement, life is precarious. We may, however, expect changes in the near future, for with the opening of mines and railways the new era will produce new conditions. There will be an inevitable rise in the scale of living, trade will increase with the realisation of human needs. If, for example, the same proportion of the population in China were to subscribe to a daily newspaper, as is the case in England, a huge industry would arise which would not only provide work for many thousands but would stimulate millions to exert themselves more efficiently. The well-known sociologist, Mr. SEBASTIAN ROWNTREE, has recently published a book called "The Human Needs of Labour" that is well worthy of perusal by all thoughtful people. He has arrived at the conclusion that the family of the average workman in Great Britain is five, and that, with the post-war value of money, they cannot live decently on less than 44 shillings a week. That is to say, the average labourer, however unskilled he may be, must receive more than two pounds sterling a week if he is to live properly. When we compare that with the wages paid thirty years ago we are surprised at the advance. So long, however, as the wages are properly earned that is all to the good. We have advanced so much in knowledge in thirty years that the standard of "decency" has changed. Mr. Lloyd George has announced his intention of making Great Britain a land "fit for heroes to live in." We must be prepared to see wages increase, and we may confidently expect a more intelligent appreciation of the duties of life. In the new orientation of the world it seems as if the organisation of the human race will be directed in a less haphazard fashion than hitherto, and that, with a scientific development of the resources of Nature, it will be possible more nearly to satisfy human needs. There will be less indiscriminate charity and no sympathy for those who will not make the effort to earn a living. All over the world there is a demand on the part of manual labourers for improved conditions, and, in the abstract, thoughtful people sympathise with that demand. Everyone benefits if there is greater spending power. In our moments of depression we can derive consolation from the knowledge that the standard of living is steadily improving.

One case (one death) of cerebro-spinal fever and one case (one death) of enteric fever were reported in the Colony on Tuesday.

The banks will be closed for the transaction of exchange business on Monday, Tuesday and Wednesday next, at 11.45 a.m.

Mrs. J. L. McPherson will deliver a lecture on "Appreciation of Pictures" at the Helena May Institute, on Monday, March 3rd, at 6.30 p.m.

The first of the second series of tea dances will take place at the Peak Club to-day (Thursday). Tea will be served from 5 p.m., and dancing will commence at 5.30.

Major-General F. H. Kelly, C.B., who commanded the Troops in this Command on the outbreak of hostilities, has been placed on the retired pay list with an Indian pension.

Lieut.-Colonel E. W. Comyn, D.S.O., R.G.A., who commanded the Hongkong-Singapore Battalion R.G.A. in this Command a few years ago, has been awarded the Croix de Guerre.

A Chinese was charged at the Magistrate's yesterday, with being in possession of 100 rounds of ammunition. He was searched, on suspicion, by a Naval Yard policeman. He said that he had brought the ammunition from Vancouver. The Magistrate imposed a fine of \$150.

Mr. John R. Somers, who is making a short stay in the Colony, gave an entertainment at the City Hall last night. There was a small audience. Mr. Somers is a humorist of a rare order, a clever conjurer and a brilliant raconteur of "catchy" stories. He possesses a varied and extensive repertoire.

It is proposed to give a performance of Stainer's "The Crucifixion" in St. John's Cathedral on Good Friday evening, and a large choir is being formed for the occasion. Singers who desire to take part are invited to send their names to Mr. J. W. White, P.W.D., as early as possible. The first rehearsal will be held in the Cathedral on Thursday, March 6th, at 6 p.m.

ST. ANDREW'S SOCIETY WAR BOND DRAWING.

RESULT OF THE SALE OF TICKETS.

St. Andrew's Society's War Bond Drawing will take place at the City Hall, on Friday, at 5.30 p.m. It will be conducted by Messrs. Lowe, Bingham & Matthews, Chartered Accountants, and, apart from the prospect of winning one of the fifty-six prizes, it should prove an attraction to a large body of the general public. The machine to be used will be tested to-day. It has been brought over from Macao for the purpose and is, we believe, the first of its kind ever seen here.

The sale of tickets has fallen short of expectations, no doubt owing to the numerous similar drawings elsewhere in the East and the sudden cessation of hostilities. Nevertheless, a very handsome result has been achieved, enabling the organizers to allocate a sum of no less than \$71,750 to War Charities, to benefit which was the chief object of the drawing. The number of tickets printed was 40,000, of which 28,700 were sold, which, at \$5 each, amounts to \$143,500. Deducting expenses, amounting to \$4,750, there is a sum of \$138,750 available for distribution as prize-money. The 56 prizes range in value from \$17,810 to \$50. Details of the allocation will be found in an advertisement which appears elsewhere.

It will be gratifying to all supporters of the St. Andrew's Day effort to know that, with the addition of the fifty per cent. of the proceeds of the drawing, the Society will be able to donate a sum of over \$21,000 to War Charities. As compared with previous years, this is a very gratifying result, the figures being:—

1915 \$ 2,000.00
1916 18,000.00
1917 47,000.00
1918 221,000.00

NEVER HEARD SUCH A NAME.

"I give it up, your Worship," said Inspector Boulger in reply to an enquiring glance in his direction from Mr. R. D. Lindell, at the Magistrate's yesterday. The insoluble problem was the proper pronunciation of the name of a steamer which the interpreter said was "Wah Wai." "I never heard such a name," remarked the Magistrate, as he proceeded with the case, in which a Chinese was charged with abstracting a roll of notes for \$54 from the pocket of a Bremen belonging to the ship. The Magistrate remanded the case for to-day.

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NEVER HEARD SUCH A NAME.

GERMANY ACCEPTS NEW ARMISTICE TERMS.

DEATH OF SIR WILFRID LAURIER.

ADMIRAL LORD JELlicoe TO VISIT HONGKONG.

LATEST CABLES
[THROUGH REUTER'S AGENCY.]

THE SUPREME WAR COUNCIL

GERMANY ACCEPTS RENEWED ARMISTICE CONDITIONS.

LONDON, February 17th.
A communiqué from Paris, dated February 17th, says:

The Supreme War Council met to-day. Marshal Foch informed the Ministers of the acceptance by the Germans of the conditions for the renewal of the Armistice.

DEATH OF SIR WILFRID LAURIER.

LONDON, February 17th.
Sir Wilfrid Laurier is dead.

[Sir Wilfrid Laurier, K.C., G.C.M.G., was the first French Canadian to hold the post of Premier of Canada. He was 78 years of age.]

ADMIRAL JELlicoe's TOUR.

TENTATIVE ITINERARY.

LONDON, February 17th.
The Admiralty states:

The following is the proposed itinerary of the tour of Admiral Jellicoe by H.M.S. *New Zealand*. The dates should be regarded as purely tentative, depending mainly on whether the work in the various Dominions can be accomplished in the time allowed. Leave Portsmouth on February 20th, arrive at Gibraltar on February 24th, leave on February 25th, arrive at Port Said on March 2nd, leave on March 4th, arrive at Suva on March 4th, leave on March 5th, arrive at Bombay on March 13th, leave about May 1st, arrive at Colombo on May 4th, leave on May 5th, arrive at Albany, King George's Sound on May 15th.

Admiral Jellicoe probably disembarks at Albany, proceeding to Melbourne and Sydney, arriving at Sydney about May 31st.

The ships during June or July will visit the principal ports in New Zealand, returning to Sydney to re-embark Admiral Jellicoe about August 15th.

He will leave Sydney on August 15th, arrive in New Zealand on August 28th, leave about October 1st, and arrive at San Francisco on October 20th, via Fiji, Samoa, and Honolulu.

Admiral Jellicoe probably disembarks at San Francisco for Ottawa.

VISIT TO HONGKONG EARLY NEXT YEAR.

Admiral Jellicoe will leave British Columbia about January 1st, next year, and arrive at Honolulu on January 8th. He will leave Honolulu on the 12th, arriving at Yokohama on January 21st; leave Yokohama on January 28th and arrive at Hongkong on February 1st; leave Hongkong on February 4th and arrive at Singapore on February 8th; leave Singapore on February 10th, and arrive at Colombo on February 14th. Leave Colombo on February 18th, and arrive at Mombasa (Kilindini) on February 25th; leave Mombasa (Kilindini) on March 1st, and arrive at South Africa on March 7th; leave South Africa on April 24th, and arrive at St. Helena on April 25th; leave St. Helena on April 26th, and arrive at Ascension Island on February 28th; leave Ascension Island on April 29th, and arrive at St. Vincent Island on May 3rd; leave St. Vincent Island on May 5th, and arrive at Plymouth on May 11th.

REPARATION. COMMITTEE BUSY GATHERING EVIDENCE.

LONDON, February 17th.
A communiqué from Paris, dated February 17th, says:—

The Reparation Commission met to-day and received evidence regarding Italy, Serbia, France and Belgium.

RAW MATERIAL FOR GERMANY.

FRANCE'S OBJECTIONS.

PARIS, February 11th.

A Havas message states:

At a meeting of the Supreme Inter Allied War Council, M. Clemenceau made a most emphatic statement that France could not possibly permit any importation of raw materials into Germany. The French argument is that Germany has already done most incalculable harm to all French industries in the occupied regions.

The French Government knows that Germany is actually preparing a gigantic campaign, in an endeavour to crush French commerce and industry the moment the peace treaty is signed.

THE DURATION OF SUMMER.

MARCH 1st TO OCTOBER 5th.

PARIS, February 11th.

A Havas message states:

A decree establishes summer time as from March 1st till October 5th.

PARIS TO WARSAW.

FIRST POST-WAR EXPRESS STARTS.

PARIS, February 11th.

A Havas message states:

The first Paris to Warsaw express, via Vienna, left Paris on Sunday evening.

FOCH'S NEW PEACE TERMS.

THE TALK OF FRANCE.

PARIS, February 11th.

A Havas message states:

The French Press and public everywhere discuss the remarkable situation created by the publication of Marshal Foch's new drastic peace terms.

HOW TO ENSURE PEACE.

FRENCH PREMIER'S SUGGESTIONS.

PARIS, February 11th.

A Havas message states:

In an interview, M. Clemenceau stated that two methods were discussed for crystallising the Armistice into terms ensuring peace. One was to fix, at a definite limit, German armaments; the other, to raise the Allied demands for the surrender of German war material, making it impossible for Germany to equip and maintain larger forces than were approved by the Allies.

THE PEACE CONFERENCE.

JAPAN DESIRES THE NORTH PACIFIC ISLANDS.

PARIS, February 11th.

A Havas message states:

Japan would resent the insult in case she should not be granted the Caroline and Marshall Islands, after having played so important a naval and economic part during the war.

EARLIER CABLES.

CONFIRMATION OF GERMAN AGGRESSIVE ATTITUDE.

PARIS, February 17th.

A Havas message states:

The Peace Conference follows the events at Weimar with very close attention.

The French Government regards the speeches made by the new German President and other leading politicians as ample confirmation of Germany's aggressive attitude.

M. Pichon said that they justify the necessity of taking precautions, and making it clear to the Germans that they are beaten.

Germany, at present, speculates on the possibility of division among the Allies. The Germans will be surprised when the discussions of the Conference are made known, about the necessity of making the world safe against German aggression.

AMERICAN AMBASSADOR IN PARIS.

MR. HUGH WALLACE.

PARIS, February 17th.

A Havas message says:—

An Associated Press wireless message from the *Star* George Washington, conveying President Wilson, states that Mr. Hugh Wallace, of Seattle, has been appointed American Ambassador in Paris.

ITALIAN ROYALTY IN PARIS.

A PRIVATE VISIT.

PARIS, February 17th.

A Havas message says:

The Queen of Italy, accompanied by Princesses Yolanda and Mafalda, have arrived in Paris. They are travelling strictly incognito.

FRENCH WINE HARVEST.

LAST YEAR'S BIG INCREASE.

PARIS, February 17th.

A Havas message says:

The big French wine harvest of 1918 has been estimated at over 42 millions hectolitres about 15 per cent. in excess of the previous year's crop.

THE ARMISTICE.

A TYPICAL GERMAN WAIL.

WEIMAR, February 17th.

While instructing Herr Erzberger to sign the Armistice, as cabled on February 10th, the Government issued a statement complaining about its terms, especially those involving the evacuation of important places in favour of the Poles, against whose encroachments "we must be authorised to defend ourselves."

Regarding the carrying out of the terms hitherto unfulfilled, the statement assumes that Germany will not be obliged to carry out conditions incompatible with President Wilson's principles.

U-BOATS BAGGED.

A PHOTOGRAPHIC COUP.

When the history of U-boat hunting is written there will be many fascinating and sensational stories to record; but the following, writes a correspondent of the *Daily Telegraph*, will be hard to surpass: The Admiralty had been baffled in their efforts to locate the last of a group of submarines which were operating off Land's End and in the Bristol Channel. At last it fell to the lot of a private lady to solve the problem.

While spending a holiday on the coast, the lady was unwittingly induced to offend against "Dora." Attracted by a picturesque spot on the coast, with a beautiful stretch of sea, bounded on each side by a projection of rugged rocks, she determined to take a photograph of the scene. The negative was left at a local chemist's shop for development. She was asked to return in a few days, and, when she again called, the chemist had many inquiries to make from her about the locality of the photograph and her object in taking it. She was told to wait a few days longer. In the meantime, a communication arrived from the Admiralty, requesting the lady's presence at Whitehall, and enclosing a railway pass. Surprised at the invitation, the lady decided to break her holiday and proceed to London. She first called on the chemist, and was then astonished to learn that her photographic plate had been sent to the Admiralty. Forebodings of impending trouble dawned upon her. At the Admiralty she was closely questioned, and informed that she had committed a breach of the Defence of the Realm Regulations. The innocent lady was, however, greatly relieved and astonished when the officials thanked her for having rendered a "great service" to the State.

"Do you see these spots in the photograph?" she was asked. "Perhaps you don't know what they are. Well, we don't mind telling you they indicate German submarines lying at the bottom of the creek, and we have bagged the lot." What was the actual fate of the U-boats remains to be told in the official narrative, but it may be stated that the "take" was one of the best of the war.

It appeared the particular spot had been repeatedly photographed, but the results were never satisfactory until the lady, aided by a favourable light, "snapped" the precious bunch. She was rewarded in the sum of £50, which was promptly handed over to the Red Cross, and £20 were sent to the vigilant chemist. An injunction to obey the law and take no more photographs in restricted areas was the inevitable official advice, as the lady proudly quitted the Admiralty offices.

SIR DOUGLAS HAIG'S FOREIGN ORDERS.

Field-Marshal Sir Douglas Haig, K.T., G.C.B., G.C.V.O., K.C.I.E., has had the following foreign Orders bestowed on him during the war:—Legion of Honour, Grand Cross (France); Leopold, Grand Cordon (Belgium); St. Maurice and St. Lazarus, Knight Grand Cross (Italy); Danilo, 1st Class (Montenegro); Kara-george, 1st Class with Swords (Serbia); St. Michael the Brave, 2nd Class (Romania); St. George, 4th Class (Russia).

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

KOREANS' APPEAL TO AMERICA.

SEOUL, February 18th.

Members of the Korean Independence Committee in China have petitioned the American Minister to China asking American aid for Korea, stating that the Korean people look to President Wilson for aid and are hoping that the Peace Conference will take up the problem of bettering the condition of "our voiceless nation, containing two million oppressed people."

[THROUGH REUTER'S AGENCY.]

KIAOCHAO TO CHINA.

PARIS, February 11th.

A Havas message states:

Mr. Makino, the first Japanese Delegate, issues a long Note stating Japan's willingness to restore Kiaochow to China.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGAI SAN PO."]

CANTON, February 10th.

A SUSPICIOUS VESSEL.

The Commander of the Tigris Fort has reported to the Tschun that a large vessel named the *Kut On*, which intended to approach to Canton, was regarded with suspicion and stopped. Troops were sent to search her, and six passengers, with a lot of important documents, were delivered to the Tschun. The vessel is being detained pending investigations. THE INTERNAL PEACE CONFERENCE.

A message from Shanghai states that Chu Kuei-kin, the Chief of the Northern Envoys, visited Tong Shui-yi, the Chief of the Southern Envoys, yesterday, to arrange the date for opening the Peace Conference. Chu asked that the conference should be opened at once, but this was found impossible, as all the necessary preparations have not been made. It is expected, however, that the opening will not be delayed beyond the 20th inst.

WHAT "DURATION" MEANS.

OFFICIAL STATEMENT ON THE SERVICE ACT.

When will a "duration" soldier be at liberty to throw aside his khaki and return to civil life? The question arises owing to a wide-spread impression among men called up under the Military Service Act that their engagement was "for duration" only, and that, as soon as the war was over, they would be free to quit the Army without waiting for the machinery of demobilisation.

On the broad facts the conscript is right in his contention. No definite length of service is laid down in the Military Service Act—men were simply conscripted for "the period of the war." The whole point therefore turns on the settlement of the question: When is the war over?

WAR OFFICE STATEMENT.

Seeking official advice on the situation, the *Daily Chronicle* sent to Sir Reginald Brads, Secretary of the War Office, a written request for an authoritative statement. The reply states:—

"In reply to your letter to Sir Reginald Brads, of November 28th, it is true that the Military Service Act is true that it has effect with the end of the war, the date of which has recently been ordered by Statute to be as nearly as may be the date of the exchange or deposit of ratifications of the peace treaties of peace. But this cannot be for some time. Before that date we hope that a very large number of men will have been gradually demobilised and absorbed in the labour market under the demobilisation scheme, and that a considerable number will have re-organised on a fresh engagement, a notice regarding which has already been published, so that there should be no difficulty in dealing with the remainder."

"If, however, difficulties seem likely to arise, there will be time to foresee them, and doubtless the new Parliament will deal with the matter."

KING ALBERT IN HIS CAPITAL.

SPEECH FROM THE THRONE.

BRUSSELS, February 17th.

There were tremendous demonstrations of enthusiasm in Brussels when the King and Queen of the Belgians entered the Chamber and delivered the Speech from the Throne. These were especially remarkable when the King, on his entry, shook hands with Cardinal Mercier, M. Max, the famous burgomaster, and General Leman, the hero of Liège, who were conspicuous in the assemblage. In the course of his Speech from the Throne King Albert said:

"I bring you greetings from the army. We have come from the Yser, our soldiers and I, after passing through liberated towns and country. Here I stand now before the representatives of the country. Four years ago you entrusted to me the national army, with the mission of defending the country in danger. I come now to render to you an account of my acts. I come to tell of what the soldiers of Belgium have been, of the endurance they have shown, of the bravery and courage they have displayed, and of the great results their efforts have achieved. What were the principles which guided my conduct and theirs throughout this long war? On the one hand, it was to perform fully, while always keeping within the limits of the possible, our international obligations with a view to the prestige of the nation, and to the duty which every people has a right to demand, to remain faithful, and, on the other hand, to economise the blood of our soldiers, to look after their welfare, material and moral, and to mitigate their sufferings. In the campaign of 1914, the operations of the Belgian army were decisive in enabling the great armies of the Allies to arrest the powerful German offensive on the line which, during nearly four years, it was at a standstill. It was during this campaign that, as may be truly said, the liberty of the world was at stake, a gigantic struggle which was carried on in Belgium and France, and which was to decide whether in reality the German hegemony should rule humanity."

The nations of the *Entente* were not equal in a state of readiness to sustain their own whole strength the tremendous blow which was to fall. Two of them only—France and Russia—were in a situation to oppose on land, without great delay, the undertakings of the Central Empires, which long and minute preparation had brought to the zenith of their power. To the Belgian army fell the splendid, but perilous lot of taking its place at the point where the German General Staff, confident of a decisive blow, intended to launch the greater and better portion of their forces. Fighting along the national prestige and the reputation of our arms, and rendered the whole world an inextinguishable service."

HONOUR TO THE DEAD.

His Majesty then testified to the deeds of the Allied troops, and paid a respectful tribute to the dead, both Belgian and Allied. Honour be also to our glorious dead, who fell facing the enemy on the battlefield and before the firing party, to those who perished on the barbed wire along the Dutch frontier, to those who were traitorously murdered, to those who suffered a martyr's death in atrocious prisons and concentration camps, to those who died of grief and distress, all deserved well of their country, and their names should be added to those who fought in 1830. It is my heartfelt desire to congratulate the occupied parts of the country on the noble attitude preserved by them under the German yoke. My first thought goes out to the relatives of soldiers who remained almost without news for four and a half years, whereas the combatants in the other armies continued in contact with their families, and in the exchange of affectionate correspondence, and during periodical leave could enjoy the necessary mutual encouragement. The Belgians outside Belgium and those within found themselves separated by an impassable barrier. In spite of the ingenious and admirable efforts of those who, at the risk of their liberty, set themselves to keep in constant touch the war inflicted on our children at the front and on the relatives who remained at home a prolonged torture of living and suffering without knowing what fate reserved for them. With what valour did the Belgian people stand this long and cruel trial. Every day would add a fresh pang to material privations, anxiety for the morrow, and the inroads of distress. The many branches of relief work, which ministered so magnificently to our needs, softened the rigour of these conditions. All classes of society, animated with the same spirit of mutual understanding and affection, were seen to draw closely together to allay suffering and distress. Women once again displayed what is only to be expected of their goodness and of that intuition which enabled them to discover the wound which healed them to the pain to be soothing. These noble feelings of solidarity maintained throughout the country the most solid ties, and they constitute a living testimony to a union which cannot be broken in the future. Suffering nobly shared

HEMMED IN BY WAR.

EFFECT OF SEA POWER ON INLAND SWITZERLAND.

[BY H. J. GREENWALL.]

THE further east one travels from Great Britain, the greater becomes one's knowledge of the part the British Grand Fleet played in winning the war sea power and the food question are so closely allied.

In Switzerland one finds a country that for more than four years was hemmed in by belligerent countries. Sea power strangled the Central Powers, and Switzerland had to suffer with them. In this country there are no fewer than nine food cards, and the rules most strictly enforced. The daily allowance of bread is about seven ounces, half an ounce of fat is all that may be consumed per day. There are butter cards and there are cheese cards, but I have not seen either commodity since I left France.

Sometimes one can be supplied with a tiny drop of milk with one's morning cup of tea, but this had better not be reckoned upon. The Swiss are paying the penalty of supplying Germany with milk. They have little themselves, but they have been sending more than 400,000 pints to Germany each week.

The only important article of food that is not rationed in Switzerland is meat. There is plenty, and probably to spare, for much meat has walked on its four legs over the swissers' paths. Switzerland knows that had Germany controlled the seas, she would most likely have starved, but, if she has gone short, it is because of the German submarine campaign. She thinks it over and compares what the *Entente* has allowed her with the very meagre food allowances from Germany. Because coal is lacking, trains crawl in Switzerland to-day, and, as if she had not suffered enough, Germany tried to make her defeat coincide with a Bolshevik uprising here. While the civilised world, including French Switzerland, hung out flags and acclaimed the victors, Bern and the rest of Germany, Switzerland was practically under martial law. Machine guns were at street corners, and while French, British, and Belgian interned prisoners sang and cheered, thousands of people, including myself, were dodging cavalry charges. Finally, the Federal Government ordered up the Bolsheviks, and flung them, bag and baggage, over the frontier into their "spiritual home"—Germany.

AFRAID OF INVASION BY GERMANY.

And fearful of the Bolsheviks, the Swiss Army, very smart and German-looking in shrapnel helmets—had been mobilised, demobilised, and remobilised. The Bolsheviks have gone, but the imprint of sea power will leave its mark on Switzerland for many a day.—*Daily Express*.

WHY BELGIUM FOUGHT.

The King proceeded to appeal for national unity, and foreshadowed an extensive programme of political and judicial reforms and economic and industrial reconstruction. He concluded:— "By their constancy, stoicism, and heroism, the Belgian army, and Belgian people won the sympathies and admiration of the world, and became in its eyes the expression of the sacred cause of justice. It is fittingly true to her obligations, but unjustly attacked. Belgium took up arms to defend her honour and independence. She leaves the struggle bruised, but proud, and crowned with glory. Victorious and emancipated from the neutrality imposed upon her by the treaties which the war has shaken to their foundations, she will enjoy complete independence. These treaties which determined our position in Europe did not protect us against the most criminal attack. There must be no more crimes such as those of which the country was a victim. Belgium, restored to her rights, will settle her destinies according to her needs and aspirations in complete sovereignty. She must find in a new statute guarantees which will make her safe from the danger of future aggression, and she will take the place which fits her dignity and rank in the coming international order founded on justice. Foreign invasion and occupation have inflicted on the country immense damage, complete reparation for which is due to it from the enemy. "At the outbreak of hostilities, Belgium tried to prevent an extension of the war to the territory of the Congo Basin, but in vain. The aggression of Germany compelled us to fight. Here the colonial army did its duty in very difficult circumstances. The events of the war in Africa, the loyalty of the native populations, and the progress made, have created between Belgium and the Congo, indestructible ties. As Belgium solemnly and spontaneously proclaimed on the occasion of the taking over of the Congo, the protection and welfare of the natives will remain our first care. They are, moreover, necessary conditions for the development of the colonies. We are determined to make all the sacrifices necessary for the pursuit and fulfilment of our civilising mission in Africa. The nation will set itself to multiplying the means of transport in the colony, for the commercial development of its immense natural wealth. Our colonial territory is considered to form an integral part of the country. The powerful friendship with which Belgium has been surrounded will remain as true to her in peace as they were in war, and they will help the country to set up machinery again and obtain supplies. By commercial conventions with the great Allied countries, Belgium will obtain wide access to new markets and ensure the future of the port of Antwerp. The nation unanimously pays a glowing homage to all the Allied and Associated countries, which with her carried through to victory the heroic war for the defence of right and liberty."

(Continued at foot of next column.)

FUTURE OF FLYING. PASSENGERS AND GOODS. INTERNATIONAL SERVICES.

Many problems connected with the use of aircraft for civil purposes are examined at length in the reports of the Civil Aerial Transport Committee and its subordinate bodies, recently issued as a White Paper. The Committee are agreed that the carriage of mails, passengers, and certain classes of goods by aircraft presents no difficulty from the technical point of view, and they emphasise the extreme importance to this country of being first in the field. They point out that preliminary action has already been taken by several other countries for the purpose of preparing for civil aerial transport, in some cases by the institution of experimental postal services.

We consider it of vital importance that the British Empire should not be allowed to lag behind other nations in this movement, more especially as this might have a very serious effect upon the position of the Empire with regard to the international aspects of aerial transport. We would urge that there is a large amount of preliminary work which could be commenced at once. We indicate the urgency of the following matters:

1. Preliminary inquiries as to routes, landing grounds, and aerodromes; in the two latter cases in consultation with local authorities.

2. The necessity for preliminary discussion with the Dominions and our Allies on broad questions of principle relating to the position of the aircraft manufacturing industry after the war, the steps necessary for its maintenance, and the development of such services as may be established.

3. The immediate establishment of a bureau in aid of research.

We consider, also, that it is a matter of urgent necessity to establish a system of propaganda throughout the Empire in order to convince the whole nation of the vast importance and possibilities of aerial transport and to familiarise the Governments and the local authorities with the subject. There is evidence of the initiation of such a system in enemy countries.

We therefore recommend that a special branch (commencing on quite a modest scale) should be formed at once for the purpose specified under the Air Ministry, to ensure that all necessary preliminary action be taken, without delay, definite responsibility being imposed upon the Air Council. We would venture, further, to suggest that any executive authority which may be established for the purpose would be greatly assisted if an advisory panel could be formed of gentlemen who have given time and thought, and have expert knowledge of the problems, dealt with in our report, and who could be consulted as occasion demanded by the executive authority on questions arising in the course of its work.

As the subjects covered by the terms of reference were of such a wide character, and required so much detailed investigation, it was considered advisable to divide them into the following five headings, which were referred to five special committees:

(1) Law and policy; (2) technical and practical questions as to the possibilities and requirements of aerial services; (3) business questions, relating to the maintenance of the industry and service; (4) labour questions; (5) problems of education and research.

POWERS OF CONTROL.

The special committee on law and policy dealt first with the international aspects of the problem, and, in February last, the main committee presented an interim report endorsing the view of that body that the doctrine of absolute State sovereignty in the air is sound, and should be adopted as the basis alike of international agreement and of municipal legislation. They further expressed the opinion that this claim should extend to the air over territorial waters. To meet the possibility of damage by foreign aircraft visiting this country, it was suggested that some system of insurance might be mutually arranged between the contracting Powers.

With regard to municipal control, the Special Committee state that legislation will be necessary to regulate aerial navigation, and in this connection they discuss the draft bill prepared by the Home Office in 1911. They principal conclusions may be thus summarised:

The creation of a new Air Ministry will afford a convenient opportunity for conferring on that Ministry the powers of the Home Office and Board of Trade to regulate aerial navigation.

Some caution should be observed in the prescription of areas for the landing of foreign aircraft, so that, while every reasonable encouragement should be given to the visits of foreign aircraft, reciprocal facilities should be secured for our own aircraft landing abroad.

The question of certificates of airworthiness is one which requires close attention. For the purpose of ensuring safety for the ordinary population it is better to provide for the competency of pilots by stringent regulations, rather than to run the risk of hampering the development of civil aeronautics by imposing on all aircraft onerous conditions as to facts and examination. At the same time, it is reasonable to require that passenger machines plying for hire must be of type the airworthiness of which has been officially certified.

The Committee think that the doctrine of the right of the landowner to the air space over his land would be fatal to civil aeronautics. On the other hand, to allow unrestricted flying over private property at all altitudes would interfere with the reasonable rights of landowners.

The Committee think that anyone flying over an area prohibited for naval or military reasons should be liable to be fired at by a commissioned officer in charge of an anti-aircraft gun, in his discretion, even without a preliminary signal, in a case of urgency.

The Committee considered the question whether all aerodromes (including flying schools) and landing places should be State-owned, but came to the conclusion that this was not desirable. Reasonable regulations would go a long way towards preventing injury and annoyance to the public, and would at the same time protect aircraft owners from frivolous claims and proceedings. The Government should be given similar rights of compulsorily acquiring land for aerodromes and landing places as it has for acquiring land for military works.

Mr. Joynton Hicks, in a reservation, says that though the whole doctrine of the right of the landowner to property in the air to an indefinite height must be curtailed, the public would demand a limit above which (except under stress of weather) aviators must fly above private property. The actual height should be somewhere between 2,000 ft. and 3,000 ft.

With these conclusions the main committee substantially agree. As to certificates of competency for navigators, however, they think that, while it should be obligatory on all navigators in charge of aircraft carrying goods or passengers to possess certificates of competency, it should be left to the appropriate Government department to decide whether or not certification of navigators of private aircraft should be enforced by regulation. It seems to them that the safety of the public will probably be sufficiently ensured by the interest of the private navigator in acquiring sufficient skill to ensure his own safety. The absence of obligatory certificates, in the first instance, in the case of the private navigator seems to them reasonable in the interests of the early development of civil flying.

They agree that to attempt to prescribe any altitude for flight is impracticable, and that it will be sufficient to protect the landowner by giving him a specific right of action for damages for actual nuisance caused in breach of flying regulations. Further, the committee emphasise the importance of uniform legislation throughout the Empire.

FOUR DAYS TO CALCUTA.

In their report the second Special Committee deal with the possibilities of aircraft performance and the requirements of aerial services. The main Committee concur in the proposal that an experimental service should be organised as early as possible, and that measures should be taken, whether by direct State effort or by the encouragement of individual enterprise, with the object of commencing the schemes of transport suggested. Owing to the absence of reliable data, it has been impossible to frame any estimate of the running costs of aerial services, and consequently of the volume of traffic likely to be forthcoming.

Business traffic will turn primarily on speed and reliability. As it becomes possible by aeroplane to fly 400 to 500 miles out and home within the day, and to give a reasonable interval for the conduct of business between the flights, so it becomes likely that many business men will avail themselves of the opportunity. The occasional use of single machines for rapid journeys in any direction rather than along a fixed route, carrying occupants who pay special fees for the high speed, will probably be one of the early and increasing lines of development. This could be undertaken immediately peace comes.

With regard to passenger traffic generally, the question of safety in connection, more particularly with aeroplanes, will be of the highest importance. Improvements are continually being made with the object of reducing accidents, and in the ordinary course of events it is not too much to expect a large reduction in their number at the conclusion of the war. Thus the chief deterrent to flying becoming universal will be removed without any remarkable invention being made. Pleasure traffic will depend on novelty, comfort, and safety. Flight may afford pleasure in itself, but pleasure traffic will be seasonal in character, will depend largely on weather, and will be more costly the more irregular it is. There is likely to be a small regular demand, which will grow as flight movement becomes a habit. The demand in the immediate future will probably not be extensive, owing to the cost, but it would appear practicable to open routes from well-chosen centres.

Goods traffic will be for (a) mails and (b) general goods. Mails, it is pointed out, offer a most promising class of traffic, because the load to be carried is reasonably uniform, the weight small, and the demand for speed great. It is shown in the report of the Special Committee that in the case of services between London and large provincial towns a flight of at least three hours, at an average, say, of 100 miles an hour, is required for the speed of an air-mail service to reveal itself, and to offer a sufficiently marked saving of time over land transit; on an overseas journey, such as the passage to Dublin, the saving of time is much more evident. It would appear necessary to charge some such fee as 1s. or more per letter for an inland air-mail to prove remunerative.

The cost of electric cable communication, say, to Johannesburg, at £8 10s. per 100 words (a message taking about twenty-four hours to reach its destination), can be contrasted with the cost, say 5s. 6d., of sending a letter of 5,000 words to the same spot in six days by aeroplane. The London mail could in the future be conveyed to Calcutta in four days, as against sixteen days, the minimum at present. These instances illustrate the intrinsic utility of air services, apart from the value of making closer links within the Empire and of

giving support to the construction of aircraft, so as to be ready for war emergencies.

It is more difficult to settle the reasonable expectation of general goods traffic, which must take the form of express parcels, usually of small weight. Furs, lace, jewels, precious metals, extracts, essences, valuable leather, etc., might be carried by air because of their high value; also rare and out-of-season fruits and vegetables, flowers, and perishable articles generally. Newspapers and periodicals, afford scope for aerial services, because news grows stale quickly. Drugs, dyes, chemicals, medicines, optical and surgical and other instruments will be so carried, as often these are wanted quickly. Wherever, for want of some article, life is endangered or industry is at a standstill, as where some spare part or tool is required for a machine, the aeroplane will afford the quick remedy, and its flight will be profitable. Cinematograph films, gramophone records, and commercial samples may figure in the class of goods carried. Their rapid distribution will quicken exchange, and this will react to increase the volume of traffic, but the whole series of illustrations above given tends only to show how limited the total volume or weight of aerial goods traffic is likely to be in developed countries.

AIRSHIPS AND AEROPLANES.

Comparing the respective capacities of the airship and the aeroplane, the Committee state that for an airship of the largest type, say sixty tons gross, thirty tons of disposable load are available, roughly nine times the capacity of the largest modern aeroplane, while the prime cost per pound is estimated at almost one-half. The economic limit of the journey without landing is about 1,000 miles in the case of an airship, as against 500 miles in the case of an aeroplane. The airship, therefore, has the advantage of a greater load capacity; but its speed, under present conditions, is slower, being probably not more than six miles per hour. As compared with the aeroplane, the cost of handling and housing airships will be higher, and until open-air mooring is fully developed, the regularity of airship services will be more adversely affected by high winds than that of aeroplane services. In journeys in which speed is not the most material factor, and particularly where passengers are being carried, and safety is consequently a paramount consideration, the airship offers advantages over the aeroplane in the way of comfort, ease of navigation, capacity for safe flight at low altitudes, and high ratio of disposable load.

While they agree with the majority of the Special Committee in not feeling able to recommend that chains of landing grounds should necessarily be laid out at regular and comparatively short—say ten mile—intervals along aerial routes, especially in developed countries, the Committee consider that the advantages of lines of landing grounds, on certain main routes hereafter to be laid out, would be very great. In undeveloped countries regular chains of landing grounds at suitable intervals along aerial routes will be indispensable. Regular stations for the landing of aircraft are at the outset essential if trans-oceanic aerial transport is to be seriously attempted. The establishment of landing grounds within urban areas should not necessarily be precluded, and the institution of rapid transit schemes between aerodromes and town centres, such as post offices, would be of great value.

Military considerations must, however, override all others, and the Committee emphasise the importance first, of the need that aerial transport should be established as a permanent commercial air routes with their aerodromes and landing places, should be suitable for strategic and tactical use in the event of war; and, secondly, of the need for the rapid convertibility in the same event of some types of commercial aircraft to military uses. This requirement should be satisfied even at the cost of a serious diminution in the commercial value of both routes and craft.

Various possible air routes are considered by the Sub-Committee, including London to the Riviera, London to Russia, London to South Africa, and the Atlantic route. As to the Atlantic route, Commander Porto pointed out that for some time to come a direct route from Ireland to Newfoundland and vice-versa will be found impracticable. He suggested that the only possible solution at the present time and for many years to come would be to use the so-called Azores route, employing San Miguel, the principal island of the Azores, as a landing station. San Miguel would be reached *via* Paris, Madrid, and Lisbon. From San Miguel to Newfoundland is 1,340 miles, although this distance would be reduced to 1,045 miles by calling at Flores, another of the Azores group. The use of Newfoundland as a terminus presents great difficulty owing to continual fog. Commander Porto's conclusion is that, at any rate in the immediate future, it would be preferable to fix upon New York as the Western terminus of the Atlantic route. The distance from San Miguel to Long Island is roughly 2,250 nautical miles, and Commander Porto suggested that it would be necessary to design and arrange for "sea stations" in the shape of long ships of (say) 600 ft., with a clear upper deck of 400 ft., fitted with wireless and the necessary signalling apparatus. Such an arrangement would make possible the use of aeroplanes rather than seaplanes.

NEED FOR STATE AID.

The third Special Committee, who dealt with the business aspect, were impressed with the importance of keeping alive the aircraft manufacturing industry in the interests of national defence, and they expressed the opinion that if no special steps were taken to foster it, the development of civil transport services would not be sufficient for some years as soon as possible.

ULSTER AND HOME RULE. SIR E. CARSON'S NEW POLICY.

Sir Edward Carson, M.P., presiding at the annual meeting of the Ulster Unionist Council at Belfast, said that no one but a madman could offer Home Rule; therefore, so far as he was concerned, he felt very confident on the political situation. (Cheers.) But the matter could not rest there, and he was going to propound somewhat of a new policy to Ulster. They could consider it, and they could accept it or reject it as, in their wisdom, they thought right, but his view was that they could no longer go on always dwelling on the mere negative policy of no Home Rule. They could not wait till that settlement for a forward policy. As a result of the war the country had awakened to the rights of all classes of the community, and the greater share in the prosperity and in the establishment of freedom and peace throughout the world. It was no use signing an armistice with their enemies if, at the same moment, they commenced an internal warfare at home. What was it that they ought to do? In the past they in Ulster had been hampered from day to day by always being dragged at the heel of the Nationalist party. Well, that could no longer be tolerated. (Cheers.)

"We have done our best," Sir Edward proceeded, "to get them to work with us in the Imperial Parliament, and they won't do it. Well, then, we must work for ourselves. (Cheers.) We cannot afford to wait in a great community like this until the forces of reaction and disloyalty which were raised in the South and West of Ireland have been satisfied. Let them have whatever legislation they like that is suited to them, but let us, on the other hand, have legislation that is suited to us—(cheers)—and therefore, without waiting for a Home Rule Bill that will partition Ireland, let us make a demand of the Imperial Government that in all future legislation the democracy of Ulster is to march hand in hand with the democracy of Great Britain. (Cheers.) What ever bill is passed for the betterment of the people of Great Britain must also be passed for the betterment of the people of Ulster. I cannot tell you how often I have protested with my leaders against that one clause, 'that this bill shall not apply to Ireland,' and when I have asked why should not this bill apply to Ireland, they have replied, 'We shall have such a row with the Nationalists.' I give my leaders notice to-day that I will never again take that answer. (Cheers.) I want to be perfectly clear. If they like to change their method of exclusion, and say this bill shall not apply to South and West of Ireland, let it be so, but never again must we make confusion between Ulster and the South and West. (Cheers.)

Sir Edward pointed out that the educational, public health, housing, and other schemes recently introduced in Parliament did not apply to Ireland, and declared that they were not going to wait till the Home Rule Bill came to terms with the Nationalists to have those reforms for Ulster.

Speaking, subsequently, at a luncheon given to delegates by the Marquis of Londonderry Sir Edward Carson said the one great mistake which their Nationalist fellow-countrymen had made was that while they were always criticising, always melancholy and never happy, they had always refused to take a share in the responsibility of the government of the country. He professed to have believed that in Ulster had entered upon a new era arising out of the war, and that they were going to realise more and more the understanding that ought to exist in the ideas they hoped would exist between all classes of the community. Let them, about all things, stick together and remember that unity was strength and they might look forward with certainty, under those conditions, that there was no power upon earth, after what they had done, that could ever flinch from them those rights.

to produce any appreciable volume of orders. In this view the Main Committee concur, and they believe that the development of civil transport services, in order to create a market for the manufacturing industry, is essential for the safety of the Empire. It is, therefore, necessary that the State should take action, which might take the form of (a) assistance to private enterprise, or (b) State enterprise or part ownership of transport undertakings. The decision in this matter must, however, rest with the Government.

Among the most important of the national benefits to be hoped for aerial transport services are increased facilities for friendly intercourse with foreign nations, and still more, the improvement in inter-communication between the countries of the Empire. The Dominions and India, owing to their great geographical area and the wide distances, which, in many cases, separate their important centres of population, offer a fruitful field for the development of civil aeronautics. The Committee are of opinion that in all matters of inter-imperial aerial traffic, as, for instance, in the formation of a scheme of main aerial routes, joint or co-operative action by his Majesty's Government and the Governments of the Dominions and of India should, wherever possible, be secured.

Finally, the Committee lay the strongest emphasis on the necessity for an early decision on the part of the Government.

If the Government accept our main proposition that the fullest possible development of civil aerial transport services immediately after the war is a national necessity, and that it cannot be achieved without State action, it will be necessary for them to settle at once what form that action is to take.

In any event, the negotiation of a Convention, at any rate with our Allies, and, probably, the arrangement of agreements with the Dominions and other Governments of the Empire, to regulate inter-imperial and international flying, would seem to be indispensable preliminaries to action, and should, we venture to suggest, be taken in hand as soon as possible.

ST. ANDREW'S SOCIETY WAR BOND DRAWING.

To be drawn in the City Hall, on Friday, February 21st, 1919, at 5.30 p.m.

STATEMENT.

Tickets sold, 28,700 at \$8.00 each	\$143,500.00
Donated to War Charities 50%	\$71,750.00
Expenses	4,750.00
Prizes (56) as per list	(67,000.00)
	\$143,500.00
	\$143,500.00

Prices to be drawn.

Prize No.	Value of Prize.	Prize No.	Value of Prize.
1	\$17,010	29	\$210
2	7,000	30	210
3	7,000	31	210
4	7,000	32	210
5	7,000	33	210
6	7,000	34	210
7	3,520	35	140
8	700	36	140
9	700	37	140
10	700	38	140
11	350	39	140
12	350	40	140
13	350	41	140
14	350	42	140
15	350	43	140
16	350	44	140
17	250	45	140
18	250	46	70
19	250	47	70
20	250	48	70
21	250	49	70
22	250	50	50
23	250	51	50
24	250	52	50
25	210	53	50
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INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAID
PAKHAI and HAIPHONG	"KAIFONG"	On 20th Feb. 10 A.M.
SHANGHAI	"SUNNING"	On 20th Feb. Noon.
SHANGHAI	"HANYANG"	On 20th Feb. Noon.
WUHU	"PAOTING"	On 20th Feb. 3 P.M.
TSINGTAO and TIENTSIN	"HUICHOW"	On 21st Feb. 10 A.M.
SHANGHAI	"YINGCHOW"	On 22nd Feb. 3 P.M.
HONGKONG	"KWANGSE"	On 23rd Feb. 10 A.M.
SHANGHAI	"SINKIANG"	On 24th Feb. Noon.
SHANGHAI	"SUIYANG"	On 27th Feb. Noon.

* From Quarry Bay.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	... Capt. J. W. Evans	... TUESDAY, 25th Feb. at 1 P.M.
"HAIYAN"	... Capt. A. H. Stewart	... FRIDAY, 28th Feb. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRANK & CO.
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for passengers and are fitted with all modern conveniences and carry a daily qualified crew.

For Freight or Passage apply to—
DOUGLAS LAFRANK & CO., LTD.
General Managers.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MAIL AND PASSENGER SERVICES

TO

STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT,
MAURITIUS AND SOUTH AFRICA.

FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about 1919	Due at MARSEILLES about	Due at LONDON about
NORE	23rd February.	30th March.	8th April.
NOVARA	12th March	17th April.	26th April.
NELLORE	9th April.	15th May	24th May.

FOR

BOMBAY VIA STRAITS AND COLOMBO.

Steamer	Leave Hongkong about	Due BOMBAY about
DUNERA	...	4th March.
HEJAZ	...	8th March.

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about
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Tickets Interchangeable with B. I. S. N. Co. between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamers' arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, etc., apply to
E. V. D. FARR,
Superintendent.

NIPPON YUSEN KAISHA.
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	1. IYO MARU ... 12,330 tons. Mon. 24th Feb. at 11 A.M. 2. SHIDZUKA MARU ... 12,920 tons. Wed. 18th Mar. at 11 A.M.	
NAGASAKI, KOBE & YOKOHAMA	1. TANGO MARU ... 13,780 tons. Fri. 21st Feb. at 11 A.M. 2. NIKKO MARU ... 9,800 tons. Mon. 31st Mar. at 11 A.M.	
SHANGHAI, MOJI & KOBE	...	
LONDON & LIVERPOOL	1. MISHIMA MARU ... 18,950 tons. Mon. 24th Feb. at 11 A.M. 2. SADO MARU ... 13,560 tons. Sat. 22nd Feb. at 11 A.M.	
MELBOURNE & SYDNEY	1. KAMAKURA MARU ... 12,410 tons. Thu. 30th Feb. at 11 A.M.	
NEW YORK & PANAMA CANAL	...	
BOMBAY & SINGAPORE	1. HWAHWA ... 10,000 tons. Tues. 26th Feb. 2. YUBARI MARU ... 8,000 tons. Beginning of March.	
CALCUTTA & SINGAPORE	1. AKITA MARU ... 8,000 tons. Beginning of March.	

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.
Operated by the magnificent and splendidly equipped passenger steamers
"FUSHIMI MARU," "SUWA MARU," "MASHIMA MARU"
and "KATORI MARU," each of over 10,000 tons displacement.
...
For further information apply to
NIPPON YUSEN KAISHA, LTD.
2, TASADA, Hongkong.

Telephone 293 and 295

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	28th Feb. From YHAMA.
SHINYO MARU	22,000	5th Mar.
PERSIA MARU	9,000	27th Mar.
KOREA MARU	20,000	22nd April, From YHAMA.
NIPPON MARU	11,000	29th April, From YHAMA.
SIBERIA MARU	20,000	22nd May, From YHAMA.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIQUA
AND IQUIQUE
THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANVO MARU	18,500	Mar. 2nd.
SEIYO MARU	14,000	May 3rd.
KIYO MARU	17,500	July, 12th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2374 and 2375. T. DAIGO, MANAGER, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI.

SERVICE TO AND FROM EUROPE.

FOR SHANGHAI

"ANDRE LEBON" ... On or about Mar. 1st.

Ports of call:—Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

J. TOURNET,
Acting Agent,
Queen's Building.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON—Monthly direct service via Singapore and Port Said.
"CELEBES MARU" ... Sunday, 9th March.
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
"BURMA MARU" ... Thursday, 27th February.
MARSEILLES—Monthly direct service via Singapore and Port Said.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN VIA SINGAPORE.
"HIMALAYA MARU" ... End of March.
BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" ... Thursday, 27th February.
BATAVIA, SOURABAYA, SAMARANG—Monthly direct service.
SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"PEKING MARU" ... Middle of March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU" ... Tuesday, 25th February.
"MEXICO MARU" ... Monday, 17th March.
HAIPHONG—Three times a Month service.
"TAITOKU MARU" ... Tuesday, 25th February.

JAPAN PORTS.
KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" ... Thursday, 27th February, at 9 A.M.

For KEELUNG VIA SWATOW AND AMOY.
"KAIFO MARU" ... Sunday, 23rd February, at 10 A.M.

For sailing dates and further particulars please apply to—
K. YAMASAKI,
Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (18,000 tons, American Registry). "CHINA" (10,900 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" ... March 27th/1919.
"CHINA" ... April 30th/1919.

[An unsurpassed high-class passenger service.]

O. B. HITTLE, Freight and Passenger Agent, San House Street, Tel. 1042.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DUE
MANILA AND AUSTRALIA	Tango Maru	20th Feb.
JAPAN	Mishima Maru	20th Feb.
JAPAN	Sado Maru	21st Feb.
Europe via Negapatam	Iyo Maru	22nd Feb.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

FOR	PER	DATE
Swatow and Straits	Teikoku	Thursday, 20th, 9.00 A.M.
Pakhoi and Haiphong	Knifong	Thursday, 20th, 9.00 A.M.
Seigon	Telemachus	Thursday, 20th, 9.00 A.M.
Philippine Islands, Australia, New Zealand via Thursday Island	Kanabaru Maru	Thursday, 20th, 9.00 A.M.
Shanghai and North China	Summing	Thursday, 20th, 11.00 A.M.
Straits, Bangkok, Bombay, Aden, Egypt, and Europe via Suez	Hank We	Thursday, 20th, 11.00 A.M.
Port Bayard	Kwong Tai	Thursday, 20th, 1.00 P.M.
Straits and Bangkok	Van Waerwijck	Thursday, 20th, 2.00 P.M.
Japan via Nagasaki	Shien Maru	Thursday, 20th, 3.00 P.M.
Hakoh and Haiphong	Takung	Thursday, 20th, 5.00 P.M.
Hakoh	Chuen On	Thursday, 20th, 5.00 P.M.
Hakoh	Tai See Ma	Thursday, 20th, 5.00 P.M.
Tientsin	Huichow	Friday, 21st, 9.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India, via Dhanushkodi, Egypt and Europe via Suez	Mishima Maru	Friday, 21st, 9.00 A.M.
Japan via Nagasaki	Tango Maru	Friday, 21st, 10.00 A.M.
Philippine Islands	Loongang	Friday, 21st, 2.00 P.M.
*Shanghai and North China	Chongang	Friday, 21st, 5.00 P.M.
*Straits, Bangkok, Ceylon, Mauritius, South Africa, India, via Dhanushkodi, Egypt and Europe via Suez	Sado Maru	Saturday, 22nd, 9.00 A.M.
The Parcel Mail will be closed on Friday, 21st Feb. at 5 p.m.	Teikoku	Saturday, 22nd, 9.00 A.M.
Shanghai and North China	Yongshou	Saturday, 22nd, 2.00 P.M.
Java, and Port Moresby via Batavia	Rindang	Saturday, 22nd, 3.00 P.M.
Swatow, Amoy and Fuzhou via Keelung	Chipsing	Saturday, 22nd, 5.00 P.M.
Shanghai, N. China, and Japan via Kobe	Yusang	Saturday, 22nd, 5.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India, via Dhanushkodi, Egypt and Europe via Suez	Kayo Maru	Sunday, 23rd, 9.00 A.M.
Shanghai and North China	Tippamas	Monday, 24th, 9.00 A.M.
Swatow, Amoy and Fuzhou via Takao	Iyo Maru	Monday, 24th, 10.00 A.M.
Shanghai and North China	Agamemnon	Monday, 24th, 5.00 P.M.
Swatow, Amoy and Fuzhou via Takao	Sinkiang	Tuesday, 25th, 11.00 A.M.
Shanghai and North China	Hai Hong	Tuesday, 25th, 1.00 P.M.
Swatow, Amoy and Fuzhou via Takao	Soshi Maru	Wednesday, 26th, 9.00 A.M.
Shanghai and North China	Suiyang	Thursday, 27th, 11.00 A.M.
Swatow, Amoy and Fuzhou via Takao	Hakoh	Friday, 28th, 10.00 A.M.

* Superscribed correspondence only.

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.30 A.M.	10.30 A.M.
Tai Po	10.00 A.M.	10.00 A.M.
Chung Chow	2.30 P.M. 5.00 P.M. Saturday 1.00 P.M.	11.00 A.M.
Shatauk, Shatin, Sheungshui, Antau, Hing Shan and Santin...	4.00 P.M.	11.00 A.M.
Aberdeen, Sai Kung and Stanley	4.30 P.M.	11.00 A.M.
Canton and Samshui	7.30 A.M. 8.00 P.M. Letters 6.00 P.M.	5.00 P.M.
*Canton (By Train)	2.00 P.M.	10.00 A.M.
Wuchow	4.00 P.M.	8.15 A.M.
Macao	7.30 A.M. 1.30 P.M. 8.00 P.M.	5.00 P.M.
Kongmoon	Except Saturdays	5.00 P.M.
Namtau and Samshui	6.00 P.M. 10.00 A.M. 4.00 P.M.	10.00 A.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, PHILIPPINES, STRAITS SETTLEMENTS, ETC.

1919 EDITION (57th Year of Publication)

NOW READY.

PRICE: Large Volume ... \$11.00
Abridged ... 7.00

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SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.
ALL DEPARTMENTS of the above are now OPEN after extensive repairs. Reading and Writing Rooms, Billiard Room (two tables), Restaurant, Concert Hall and Messing Room.
Sleeping Accommodation—23 Cabins and 70 Beds in Dormitories.
All men of the Mercantile Marine, H.M. Navy and Army are welcome to use the Institute.

PALACE HOTEL, KOWLOON

Corner of Haiphong and Hankow Roads.
Tel. K. 1.
Two Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished, is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR and BILLIARD ROOMS.
TERMS MODERATE.
Special Arrangement for Families on Application to: J. H. OXBERRY, Proprietor.

COMMERCIAL.

OPENING QUOTATIONS.

February 19th.	
1 telegraphic Transfer	3/14
Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
1 telegraphic Transfer	3/14
Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
1 telegraphic Transfer	3/14
Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
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Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
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Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
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Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
1 telegraphic Transfer	3/14
Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
1 telegraphic Transfer	3/14
Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
1 telegraphic Transfer	3/14
Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
Credit, at 4 months' sight	3/14
1 telegraphic Transfer	3/14
Bank Bills, on demand	3/14
Bank Bills, at 30 days' sight	3/14
Bank Bills, at 4 months' sight	3/14
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